

small air forces observer

vol. 35 no.3 (139)
January 2012

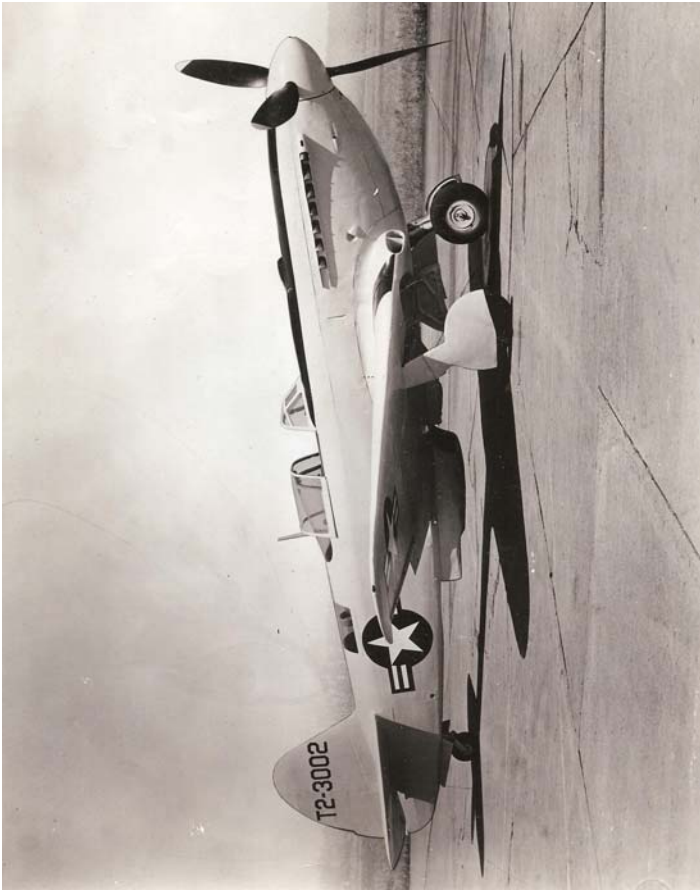
USA & Canada \$5.00
All others \$7.00



Twin-Engine Bombers Interned in Holland during WW1
Dewoitine D.53 in the Spanish Civil War
The Korean People's Air Force: Part 3
Brewster B-339C/D of the ML-KNIL
Ilyushin Il-14 in the Congo
Paraguay Police Air Fleet
Paraguayan Cessna 337
Spitsbergen's Air Power

vol. 35 no. 3 (139)

January 2012



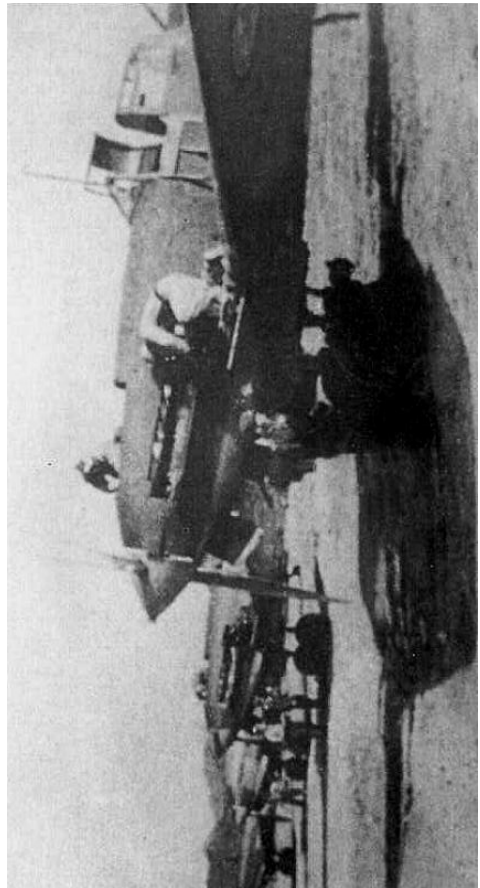
2.



4.



1.



3.

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

E-Mail: safo@redshift.com

CONTENTS

Abstracts.....	76
Brewster B-339C/D of the ML-KNIL (Maas).....	78
Paraguay Police Air Fleet (Sapienza)	83
Spitsbergen's Air Power (Billig)	86
WW1 Bombers Interned in Holland (Gerdessen).....	93
The Korean People's Air Force: Part 3 (Dildy)	97
Paraguayan Cessna 337 (Degado)	102
Ilyushin Il-14 in the Congo (Hellström)	103
Dewoitine D.53 in the Spanish Civil War (Reynolds)	104
Books.....	105
The Eagles of Manchukuo	
Les Hydravions à Coque	
Jagdgeschwader 53 'Pik AS'	
North Korean vs. Bulgarian Insignia	106
Web (Rebel Libyan MiF-21, Turkish AF)	106

SAFO EDITORIAL POLICY: The purpose of the Small Air Forces Clearinghouse (SAFCH) is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. The results of this research are published in our quarterly journal, the Small Air Forces Observer (SAFO)

SUBSCRIPTION RATE: Annual subscription to four issues SAFO is US \$20.00 in the USA and Canada, and \$28.00 for airmail rest of world. Payment should be made in currency, by International Money Order, by a check in US dollars, or on the Internet at PayPal to safo@redshift.com (add 7% for PayPal fee). New subscriptions begin with the next issue published after payment is received; if you desire otherwise, please specify which back issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Back issues are available for all issues of the SAFO published at \$3.00 for original issues and \$3.00 for high-quality Xerox copies. Add postage for all orders. For a list of all issues and their content, send an e-mail request or \$1.00 for snail mail delivery to the editorial office.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, the SAFCH Sponsorship Program encourages members to sponsor friends in other countries. Money for sponsorships for deserving members without a sponsor is provided by the generous donations of SAFCH members.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$20.00 (USA, Canada, & Mexico) per year (\$24.00 for all others) by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

COPYRIGHT: Copyright <189> 2012 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

COVER COMMENTS: For search and rescue, ambulance, and other missions, the governor of Spitsbergen, the Sysselmann, has at his disposal two helicopters – a Super Puma and a Dauphin. Here the Eurocopter Dauphin AS265N2 sets up a petrol depot for use by long-range rescue flights. The story of the Sysselmann's air unit is told by Detlef Billig in this issue of the SAFO. (Adelheit Suhr/Sysselmannen på Svalbard).

-wants & disposals-wants & disposals-wants & disposals-wants & disposals-

Wanted: "My downloaded text of *Latin American Air Wars* has become lost (I'm definitely no computer nerd!!), and the Hikoki homepage is no longer active. Can someone send me a copy of the text? All costs will be gladly refunded."

Nils Treichel (SAFCH #1467). nrtreichel@vr-web.de.

For Sale: Consolidated PBY Catalina: The Peacetime Record, by Davis Legg. Hardbound with dust cover. 300 pages, 383 photos (many in color). ISBN: 1-55750-245-5. Published by the Naval Institute Press (2002). Notice that this covers only non military PBY in peacetime. **Les Crusader français en action**, by Jean-Marie Gall. 2nd Edition. Lela Presse Collection Histoire de l'Aviation N°16. Hard bound with 365 A-4 size pages and lots of color photos. **Combat Aircraft of World War Two**, Weal, etc. 238 pages incl. 176 color profiles. (1977) \$45 each plus postage

For Sale: I'm cleaning out the SAFO files of items not of direct small-air-force interest. The following are available: \$20.00. **Panzer Grenadier Division Grossdeutschland**, 176 pages Squadron/Single Publications. \$15.00. **Pansergrenadiers in Action** 50 pages; Weapons #5, Squadron/Signal Publications; \$10.00. The

following soft-cover books are each \$10.00 plus postage and packing. **Aviation Art of Frank Wootton**, 43 color plates. **Carrier Fighter**, Mizrahi, 72 pages. Sentry Book. **USAF Aircraft of Today**, Sgarlato, Squadron/Signal Publications; 102 pages (1978). **Superfortress**, Birdsall, Squadron/Signal Publications, 80 pages (1980). **Republic Thunderbolt**, Freeman. Ducimus Classic; 72 pages. **Checkertail Clan**, McDowell. Aero Publishers, 98 pages. **Battle of Britain**, Shores. Aircam Aviation Series #S.1. Contact safo@redshift.com.

Free: Before editing SAFO took up all my free time, I tried to promote interest in the small air forces by submitting articles to other publications. Several were accepted and I received extra copies to send to people who helped with the research. I've recently run across several of these: **Air Classics** Jan. '75 *The Battle of Tri Duby*; **Journal of the American Aviation Historical Society** Winter 1975 *Target Pardubice*. Also available is **Air Enthusiast** Sept. '73. These are available free; you only need to pay for postage and packing. Contact safo@redshift.com.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION

(APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$40. International payment is best handled via Paypal at iansharyn@bigpond.com.au. Web Site: www.apma.org.

This is probably the most eclectic magazine around with ships, vehicles, and aircraft.

1-11 (28 pages) Lots of vehicles and one ship (Russian Cruiser *Aurora*). No aircraft at all.

2-11 (28 pages) 8 photos (3 in color) of RAAF Phantoms & Mirages). "The XP-44 Rocket" 7 pages on the never-built a/c including 5 pages of scale 3-views and 8 hypothetical profile drawings. "Commonwealth Mustang IIIs in Italy: 1944-45" 3 pages including 7 profile drawings. "Ta-152C Conversion" 3 pages including a 2-page scale 5-view drawing. Lots of vehicles.

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

3/11 (44 pages) "Die L-20 Beaver der Luftstreitkräfte" 7 pages including 9 photos and 4 color profile drawings. "Fregattenleutnant Karl Durski Ritter van Trzasko" (Polish name: Karl Trzaska-Durski) 5 pages on including 8 photos (A-H Lohner E.34; Polish LeO 135 & Latham 43).

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; French & Flemish. International Postal Money Order for \$30 for 4 issues.

#162 2/2011 (52 pages) "Potez 33" 7 pages on building the 1/72-scale Vami kit in Belgian AF markings with 16 photos of the model (2 in color) and 6 photos of a real a/c in Belgian service (probably one of the ugliest a/c ever built). "Sea Hawk FGA Mk.6" 13 pages including 9 photos (3 in color) of two models, one in RN Suez Campaign colors and one in West German markings, and 8 photos (1 in color) of the real thing. "Hawker Sea Hawk: Some more details" with 16 photos.

CZECH REPUBLIC

REVI: Dvomesicnik a letadlech a leticich. REVI Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redakce@revi.cz. Web site: www.revi.cz. Text in Czech and photo captions in Czech and English. Kit & book reviews include a color photo of the box top or cover, & photos of the full size subject.

#67 (60 pages) "311 (Czech) Squadron Liberator GR. Mk.V" 3 pages including 2 color profile drawings (one with stub wings carrying 8 rocket projectiles; an easy but unique modification for the adventurous modeler). "Avie Zvana Mezek v Izraeli" 5 pages including 8 photos. "Nakajima Ki-43-II Kai" 2 pages including 2 photos and 4 color profile drawings (one Indonesian). "Rendezvouss Chrestysem" 6 pages on F-105 including one photos and 2 color profile drawings. "Hatfieldsky zazrak u modrem" 6 pages on photo Mosquito including 6 photos and color 5-view drawing. "Wolfgang Falck: Otec nocich stihacu" 10 pages including 5 photos and 7 pages of 1/72-scale drawings of Me 110E.

#68 (60 pages) "Zarucena rake ... ?" 9 pages in including 8 photos, a color 5-view drawing, and 4 pages of 1/72-scale drawings of LaGG-3." "Pruzumne Mirage s Davidovou Hvezdou" 5 pages on Israeli Mirages including 4 photos and 4 color profile drawings ('798' with *Tarnil* nose, '458' with *Tsniut* nose, '199' with *Tashbetz* nose, and '498' with *Tsniut* nose). [Ed: the Mirage with the long *Tsniut* proboscis looks quite ridiculous. Does anyone know of a 1/72-scale conversion kit for this version?] "Banana: Maresciallo pilot Ennio Tarantola" 8 pages including 11 photos and 6 color profile drawings [SCW CR.32, G.50, & Italian Ju-87R (4)]. "Barrie S. Davis – zokej od Checkertail Clanu" 5 pages including 7 photos and 3 color profile drawing (P-51D). "Avro Anson Mk.I" 2 pages with 5 photos.

#69 (60 pages) "Hriechy letca Vaclava Sloufa" 3 pages including 9 photos (Letov 239). "Zarucena rake ... ?" 5 more pages on LaGG-3 including 9 photos and 2 color 3-view drawings. "Vaclav Eisman – zalba leteckeho mechanika" 6 pages including 6 photos

and 2 color profile drawings (Austro-Hungarian Ufag C.I & Hansa Brandenburg C.I). "Banana ..." 6 more pages on Ennio Tarantola including 4 photos, 2 color 2-view drawing (C.202 & G.55) and 2 color profile drawings (C.202 & G.55). "Me 110F" 9 pages including 4 color profile drawings and 7 pages of 1/72-scale drawings. "Avia B-534 ve sluzbach Luftwaffe" 3 pages with 6 photos and 2 color profile drawings. "Avia B-534" 2 pages with 5 photos of B-534 in Czechoslovak service.

#70 (60 pages) "311 (Czech) Squadron Liberator GR. Mk.V" 3 more pages including 3 color profile drawings (with the best drawings I've seen of the underwing Leigh Light). "Italsti sokoli nad Albionem" 7 pages on Cr.42 over England including 2 photos, one color profile drawing, and 3 pages of 1/72-scale drawings. "Lucky 13: Bob De Haven" 6 pages including 7 photos, and 4 color profile drawings [P-40N (2), P-38L, & Ki-43]. "Fi 156 Storch" 2 pages with 5 photos. "Owl" 3 pages with 6 color profile drawings of Bf 110 night fighters.

FRANCE

AIR MAGAZINE, Artipresse, 119 rue Anatole France, 93170 Bagnolet, France. Six issues a year. 38 euros in France, 44 euros in Europe, and 55 euros for the rest of the world. E-mail: airmagazine@rocketmail.com.

#53 Aout/Septembre 2011 (76 pages) "Le Caproni Ca.135 et L'Espagne" 8 pages including 18 photos (only one photo of a Ca.135 in Spanish markings). "Le Heinkel He 112 en Roumanie" 14 pages including 24 photos, 6 color profile drawings, and 3 color 4-view drawings. "Les He 112 du film 'L'Escadrille blanche'" one page including 2 photos and one color profile drawing. "L'histoire de l'Ikarus IK-2" 28 pages including 25 photos, 5 color 4-view drawings (one Yugoslav & one Croatian), 11 color profile drawings (8 Yugoslav & 3 Croatian), and 7 pages of 1/72-scale multi-view scale drawings. All colors are identified by their FS equivalents: The blue of the national insignia is a pale-blue (FS25450), and the camouflage colors are Gris-blue clair (FS35352), Marron foncé (FS30108), Ochre (FS30219), and Vert foncé (FS34108). [Ed: This article was written by Nenad Miklusev, SAFCH

member and frequent contributor to the SAFO.] “Heinkel He 280” 15 pages including 33 photos, one color 3-view drawing, 5 color profile drawings, and a 2-page 5-view scale drawing. “L’Ikarus IK-2 d’Azur FRROM” 3 pages on building the Azur kit including 13 photos of the model under construction and completed.

AVIONS: Toute l’Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

#183 Septembre-Octobre (76 pages). “Le Groupe de Chasse Polonais III/3 en Septembre 1939” 12 pages including 16 photos, one map, 4 color profile drawings, and one color 3-view drawing (all P-11c). “La Chasse Française en Orient” 17 pages on French units in Salonika during WWI including 31 photos, one map, and 11 color profile drawings (Ni 10, MS L, Voisin 4, Ni 11, & Ni 21). “Le Polikarpov U-2 s’en va-t-en Guerre!” 14 pages including 31 photos, a scale 5-view drawing, and 9 color profile drawings. “Le Farman 190, Explorateur des Colonies” 13 pages on touring Africa including 22 photos, one map, 4 color profile drawings, and a page of the inscriptions, in color, seen on F-ALGK. “Les Ailes Italiennes en Iraq (1937-1941)” 9 pages including 31 photos. [Ed: The photo coverage is much the same as in an article on the same subject that appeared in SAFO #128.]

Novembre-décembre 2011 (76 pages) “Les hydravions des avisos coloniaux (1)” 22 pages describing French shipboard a/c in exotic locations; includes 39 photos and 8 color profile drawings [FBA 17 (3), GL 832 (4), and Potez 452 (1). “Avec les ‘Spit’ française du 145 Wing en 1945” 10 pages

including 15 photos and 5 color profile drawings. “La chasse française en Orient (2)” 20 pages including 36 photos, one map, and 15 color profile drawings [BE12, Ni-21 (4), Ni-23 (6), Sopwith 1A2, Spad 7, Ni-24, & Roland D.II]. “Las ailes italiennes en Iraq (fin)” 6 pages including 15 photos (CR 42, Breda 65, Gladiator, Hawker Nistr, SM 79B, Me 110D, Ju 90, SM.81, & He 111H-6). “Le Farman 190, explorateur des colonies (3)” 7 pages including 10 photos and 4 color profile drawings.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#34 (114 pages) “Die Akademischen Fliegergruppen in Duetschland bis 1945 – Teil 3” 38 pages on gliding in Germany including 82 photos and two color profile drawings. “Der amerikanisch-libysche Dauerkonflikt” 18 pages on the 1986 conflict including 38 photos (Libyan MiG-23MS, SU-22M, MiG-25P, Mirage F.1ED, Alouette III, SF.260W, C-130H, CH-47C, & Tu22B), one map, and 6 color profile drawings [USN F-14A (2) & F-4J; Libyan Su-22M, MiG-25P, & MiG-23MS]. “MiG-12 im Einsatz: Europa 1” 34 pages including 104 photos [Albania (6), Bulgaria (32), Czechoslovakia & Czech Republic (46), Slovakia (11) and Finland (11)], one map, a table of the subtypes used by each country, and 8 color profiles [Albania (1), Bulgaria (5), Czechoslovaia (1), & Finland (1)]. “Turk Hava Kuvvetleri wurde 100” 18 pages on the air show celebrating the 100th anniversary of the Turkish AF including 31 photos (T-37, F-5A, T-38, KC-135R, S-70B Seahawk, A400M Airbus, Boeing 737 AEW&C, SF-260DF-16C/D, T-34A,

& South Korean designed KT-1T), and one map.

IPMS Deutschland Journal. Website: ipmsdeutschland.de. Subscription: Europe 36 €, all others 40 €

Jahrgang 44/1 (40 pages) “Avia S-199” 5 pages including 9 photos of a/c in Czech markings. “Douglas DC-6B” 2 pages on building the 1/72 Heller kit with 5 photos of the model in Luftwaffe colors. Other articles describe building the 1/48 Great Wall Hobby kit of the Fw 189A-2 and the 1/48 Trumpeter kit of the Su-24M Fencer D.

ITALY

JP4 Menslie di Aeronautica e Spazio. Via XX Settembre, 60-50129 Firenze, Italy. Email: jp4@dueservice.com. Website: www.ediservice.it.

Settembre 2011 (100 pages). Color photo: Spanish EF-18 Hornet. “La prima volta degli ucraini” one pages including 3 photos of Ukrainian Su-27. “In volo con gli Harrier della Marina” 10 pages on Italian Naval Harriers including 12 photos. “F-Air Colombia 2011” 4 pages on air show including 8 photos (FAC UH-60L, OV-10 Bronco, Mi-17, & OH-13; and National Police Twin Otter. “100 anni fa la Guerra di Libia” 2 pages including 7 photos. “Incidenti Militari” one pages including 3 photos (Japanese F-15J Eagle, Algerian MiG-29, & Venezuelan Bell 412EP).

Ottobre 2011 (100 pages) Color photos: South Korea Boeing 737-700 AEW&C; Morocco F-16; China J-10B, & Vietnam Maritime Police Airbus Military C212-400. “Fuerza Aérea Colombiana” 8 pages including 12 photos (Super Tucano, AH-60L, Kfir, T90 Calima, Embraer E170, C-130, KC-767, Fokker F.28, C295, & AC-47T). “Incidenti Militari” one page.

-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-

A recent issue of the French magazine Avions has several short reviews of items of great small-air-forces interest.

BOOKS: Fokker G-1
www.lanasta.com. **Springbok Fighter Victories – SAAF Fighter Operations 1939-1945, Vol.4, Sicily, Italy &**

Mediterranean,
www.aviationmegastore.com. **F-84E/G Thunderjet**, Dutch service and decals, www.dutchprofile.nl.

KITS: PZL 24B/E 1/72
Azur/FRROM, Romanian and pre-war Bulgarian markings.

DECALS: Flevo Decals, 1/72 & 1/48 decals for **Dutch a/c in the NEI** during WW2, www.flevodecals.net. Lift Here Decals, Two sets of 1/72 decals for **Yugoslav a/c of the 20s and 30s**, and **Yugoslav Bf 109E**, <http://lifthere-serbia.wordpress.com>.

Camouflage and Markings of the Brewster 339C/D's of the ML-KNIL 1941-42

Jim Maas

[Editor's note: This article first appeared in the Australian magazine, APMA, and is reproduced here with the permission of their editor and the author. Their website is: <http://sites.google.com/site/apmasydney>. Full-color illustration from the APMA article can be found at www.safch.org. For more information on Brewster 339C/D check out Ian Baker's *Aviation Colouring Book #71*.]

While the Netherlands itself occupies an area roughly equivalent to Maryland, the Netherlands East Indies covered an area of islands and ocean equal in width to the continental United States. Consequently, the *Militaire Luchvaart van het K.N.I.L.* (Military Air Arm of the Netherlands East Indies) had traditionally been independent from the Netherlands itself; the colonial armed forces faced a far different strategic situation than applied in Europe. This independence applied in types of aircraft, organization, camouflage and markings systems. About the only thing the two air arms had in common was the national insignia, and even there application differed.

ML-KNIL National Insignia

The interwar (and current) national insignia of the Netherlands had been a trisected roundel, with red, white and blue segment, with an orange disc in the center. The outbreak of war in Europe in 1939 caused the neutral Dutch to substitute an insignia that was similar to neither Allied nor German markings: an inverted orange triangle (approximately FS 12243 but semi-gloss) carried in six positions, and an orange rudder. All markings had a 10 cm black border regardless of the marking size.

These homeland markings were also promptly adopted in the East Indies. However, by August 1940, two things had happened: the Netherlands had fallen to the May 1940 German onslaught, and tensions in the Pacific had risen sharply. The ML-KNIL introduced camouflage for its aircraft and deleted both the orange rudder and the wing upper surface orange triangles. From mid-1940 on, therefore, the ML-KNIL insignia comprised orange triangles (with 10 cm black border) under both wings and on each side of the rear fuselage. The height of the triangles varied by type of aircraft. By the time the Brewster 339C/D's were in production in America this revised

insignia format was in effect, and the aircraft were so marked by the manufacturer. In the absence of contemporary documentation, the following sizes have been determined by measurement against known dimensions from photographs. (Fig. 4 and Note 1)

This order for national insignia was in effect for all ML-KNIL aircraft serving in the East Indies (the aircraft of the Netherlands Navy - the MLD - were subject to different regulations) until late February 1942. At that point, concerns about identification confusion between an orange triangle and the Japanese red disc (*hinomaru*) resulted in a February 24, 1942, order to change the national insignia. The order directed that the red-white-blue Netherlands flag (Fig. 2) was to be carried in the same locations as the orange triangle. The proportions were specified as 3 (height) by 5 (width). (Note 2) Photographs suggest that the flag fuselage insignia on the Brewster was about 45-50 cm in height, noticeably less than the height of the preceding triangle. Despite the chaotic conditions, it is clear that the new flag insignia was widely applied before the Netherlands East Indies surrendered on March 9, 1942.

Singapore Special Markings

As noted above, the standard markings for ML-KNIL did not include upper surface wing markings. However, these were added for aircraft (including Brewsters) sent forward to Singapore in December 1941. A photo of the upper wing insignia application finally emerged this year on Dan Ford's Brewster Buffalo forum (Note 3) with a posting by Kevin Stooze, whose grandfather flew Brewsters. Although a written reference in the 1997 Dutch book *Camouflage en Kentekens* suggested that these insignia were smaller than the underwing triangles, photographic evidence does not indicate this was the case. The scarcity of photos showing the upper wing triangles suggests that, when 2-VI.G V returned to the East Indies, they were removed.

ML-KNIL Serials

Aircraft serials used from 1940 by the ML-KNIL, a rationalization of earlier systems, actually consisted of three pieces of information:

- A letter (or two) identifying the manufacturer
- A number identifying the aircraft type's role
- A sequential (well, sort of) serial within that role type

The letters used for the manufacturer included C for Curtiss (Hawk 75), CW for Curtiss-Wright (Curtiss-Wright 21, but the two-seat Curtiss-Wright 22 used CF for Curtiss Falcon), R for Ryan (Ryan ST trainer) and M for Martin (Martin WH-139 bomber). The Brewster fighters used B.

The role number, immediately following the manufacturer letter, was allocated according to the following table (missing numbers were not used):

0	Unarmed trainer	4	Reconnaissance
1	Armed trainer	5	Bomber
2	Conversion trainer	7	Dive bomber
3	Fighter	9	Transport

The actual serial followed the role number, and was cumulative within a role. The very first fighters in the NEI were Fokker D.VII biplanes, and carried serials F301 to F306. The next fighter type consisted of Curtiss Hawk I biplanes marked C307 to C320. Following several batches of different fighter types, the Brewster order started at B-395 (better understood as B3-95, but until the very last batch of Brewsters, not presented that way). The 24 Brewster 339C's (Wright 1820G-105 engine) were serialized B-395 through B-3118 (Note 4); the 48 339D's (Wright 1820G-205) were serialized B-3119 through B-3166. The 24 339-23's, which were never delivered to the NEI, carried serials in the B3-167 to B3-186 range (a more understandable format, since the individual serial was separated from the manufacturer and role characters). This serial was marked at the factory in 20 cm (7.9 to 8 inches) white characters on the rear fuselage side in the font shown below (Note 5); the serial was painted forward of the fuselage triangle, with the bottom of the characters in line with the horizontal tailplane. There is about a 10 cm (about 4 inch) gap between the serial and the 'footprint' of the fuselage triangle. The forward end of the serial block depended on the width and number of characters in the serial.

In addition, for the 339C/D's, numbers only ('3119') were also carried halfway outboard on the leading edge of the wing in 10 cm white characters. The later 339-23's carried the full code (e.g. 'B3-174'). (Note 6)

Many photos of Dutch 339's show civil codes (like 'NX318D'). These were required for test flights in the U.S. and were removed before shipment to the NEI. The markings were applied with either temporary paint or tape, and were carried on both sides of the rudder and upper starboard wing in white, and under the port wing in black. It is believed that the number was the manufacturer's construction number (c/n) followed by the letter 'D' for 'Dutch'.

Camouflage

The camouflage adopted by the ML-KNIL in August 1940 consisted of a disruptive scheme of two color on the upper surface, with the undersurface in either left in natural metal (Curtiss Hawk 75's) or painted in aluminum lacquer (Brewsters and CW-21's). The two upper surface colors were *Oudblad* ('Old Leaf') and *Jongblad* ('New Leaf').

A number of years ago, Jerry Casius sent me two pieces of metal from an ex-Dutch Buffalo which had been diverted to Australia. He asked me to tell me what colors they were. Jerry asked this because he is color blind, and so he could not 'see' the colors. At the time I did not have an FS-595 deck, so I matched the colors to chips in United States Camouflage WW II by J. Frank Dial. (Note 7) Here are the notes I wrote at the time:

"Two pieces, [each] roughly one and a half inch by one inch, jagged edges. One close to J. Dial book OD!! (but just a little bit browner). One a little darker than (but same family as) Med[ium] Gr[een] 42 - "minty" flavor - definite dark green - no trace of olive (which Dial book seems to have)"

Noted aviation historian Dana Bell disputes the idea that U.S. Army Air Corps colors would have been used, especially by Brewster whose government contracts were with the U.S. Navy. He insists that Medium Green 42 was introduced later than the period the Dutch Brewsters were being finished. That may be so. However, Brewster had already built (and painted) Belgian 339B's in April 1940. They used a dark, very pure green that looks a lot like Medium

Green 42 in good color photographs. So even if the New Leaf is not Medium Green 42, it was very close to it. Modern comparisons universally cite FS 34092 as a match for Medium Green.

Old Leaf may well not be Olive Drab 41 (Note 8) since recent information from the Netherlands suggests that the Old Leaf/New Leaf colors were close to the two greens in the 1960's era USAF Tactical Scheme (34079 Dark Green and 34102 Green).

On freshly painted Brewsters, the two colors were very close in tone, just different in color; in factory photos, it is difficult to tell the two colors apart. However, once exposed to the weather, olive greens were notorious for weathering and lightening. So a new airplane will show the two colors as very close, an older aircraft will show a distinct difference. In service in the strong East Indies sun, the Old Leaf became lighter, and (in black-and-white photos) has a much contrast as RAF Dark Green/Dark Earth. So unless you are building models to represent factory-fresh machines, a combination of 34092 and a lighter version of 34102 should work very well.

The camouflage pattern used on the Dutch Brewsters (Fig. 3) was not related in any way to the RAF Buffalo patterns. There was some variation; for example the Jongblad segment on the port fuselage below the canopy usually extended down to the juncture of the lower surface aluminum lacquer, but on B3119 and some others, a rounded border ends above that point. The borders of the dark green color appear to have been sprayed on first with the interior segment filled in subsequently. The colors in the attached diagram are not the actual colors but just intended to illustrate the pattern.

Propeller blades were black for delivered aircraft. Once in the East Indies, yellow warning tips were added. These were quite prominent, about eight inches (20 cm?) from the tip.

Unit Organization and Markings

Organizationally, ML-KNIL units were divided into *Groepen* (Groups, identified with a Roman numeral), usually with two or three *Afdelingen* (squadrons) of – for fighter units – about twelve

aircraft each. From mid-1941, there were two Brewster-equipped squadrons in *VliegerGroep V*, consecutively numbered 1-VI. G. V and 2-VI. G. V. As a wartime measure in late 1941, an additional squadron, 3-VI. G. V, was formed, as well as an operational training unit, 3-VI. G. IV.

Each squadron had three *patrouille* (flights) of four aircraft each, and according to *Camouflage en Kentekens* most of the *patrouilles* of 1- and 2-VI. G. V had distinguishing markings:

Afdelingen/Patrouille	Fuselage Band	Spinner
3 rd <i>Patrouille</i> 1-VI. G V	Yellow	None
1 st <i>Patrouille</i> 2-VI. G V	White	Red
2 nd <i>Patrouille</i> 2-VI. G V	None	White (not confirmed)
3 rd <i>Patrouille</i> 2-VI. G V	Yellow	Blue

However, the *Camouflage en Kentekens* information has been disputed. On the NEI Aviation Yahoo Groups forum, Peter Boer indicated in 2008 that yellow had been dropped as a *Patrouille* marking by 1941, and the spinner colors had been discontinued in October-November 1941 as aircraft went in for servicing and reassignment to different units. The fuselage bands (width varied, between 12 to 14 inches) were either white or gray only, and were an identification aid for operating with RAF aircraft (which carried Sky fuselage bands). Obviously, definitive information would be welcomed.

One thing is certain - all three *Patrouilles* of 2-VI. G. V carried a squadron insignia on the forward fuselage – the 'Java Rhinoceros', on a yellow disc outlined in black. (Fig. 1) The disc was about a half meter in diameter. Immediately aft of the unit emblem, most aircraft carried the assigned pilot's name in white lettering about 2-3 inches high. Although the 'assigned' pilot may not always have flown that aircraft, there was some effort made to keep the name current, since a few machines (such as B-395) showed a previous name carefully painted out and a new name added.

Notes

1. Dimensions cited in the Model 339C/D Erection and Maintenance Manual use metric measurements. It is likely, therefore, that the Netherlands Purchasing Commission would have specified marking dimensions using the metric system. However, absent an original markings blueprint, it is impossible to prove one way or another that Brewster used metric or English measurements. Dimensions may have been converted from metric to a close equivalent in inches, to assist a Brewster workforce unfamiliar with metric standards. The wing insignia could have been 90 centimeters or 36 inches, the fuselage insignia 60 cm or 24 inches. The differences in either case would be a half inch or less.
2. The actual proportions of the Netherlands flag are 2 by 3, but the 3 by 5 dimensions were probably easier to mark out quickly.
3. <http://warbirdsforum.yuku.com/forums/64/t/Brewster-Buffalo.html>
4. The ML-KNIL serial system was confusing; following B-399, the next serial would be B-3100, but only if the painter realized the '3' was an unchanging role number. Otherwise it would be logical to assume that B-399 would be followed by B-400. And more than two dozen aircraft were incorrectly marked at the factory, with some making it to the East Indies with incorrect serials – a recently uncovered film clip shows B-404 at a maintenance school at Andir in June-July 1941. From Brewster photos of aircraft in the range B-3118 to B-3122, word had gotten back to the factory and there are clear signs of repainting the incorrect 'B-4xx' serials and reapplication of correct numbers.
5. The characters here are thicker than the actual characters – there are limits to my computer skills.
6. Per 7/20/03 posting by Stan Gajda, who in 1980 examined the remains of a 339-23 wing with B3-174 wing markings in Derby, Western Australia.
7. United States Camouflage WW II by J. Frank Dial, Scale Reproductions, Arlington Texas 1964.
8. In a 2004 e-mail, Peter Boer suggested that my original identification was correct but just for ex-Dutch aircraft in Australia! When the 339-23 arrived in Australia, they had the ML-KNIL specifies camouflage. Peter indicates that the UAAF may have found the lighter green too vivid and repainted that color with OD 41. Since the samples I inspected were from an Australian, rather than East Indies, aircraft, that could be the case.

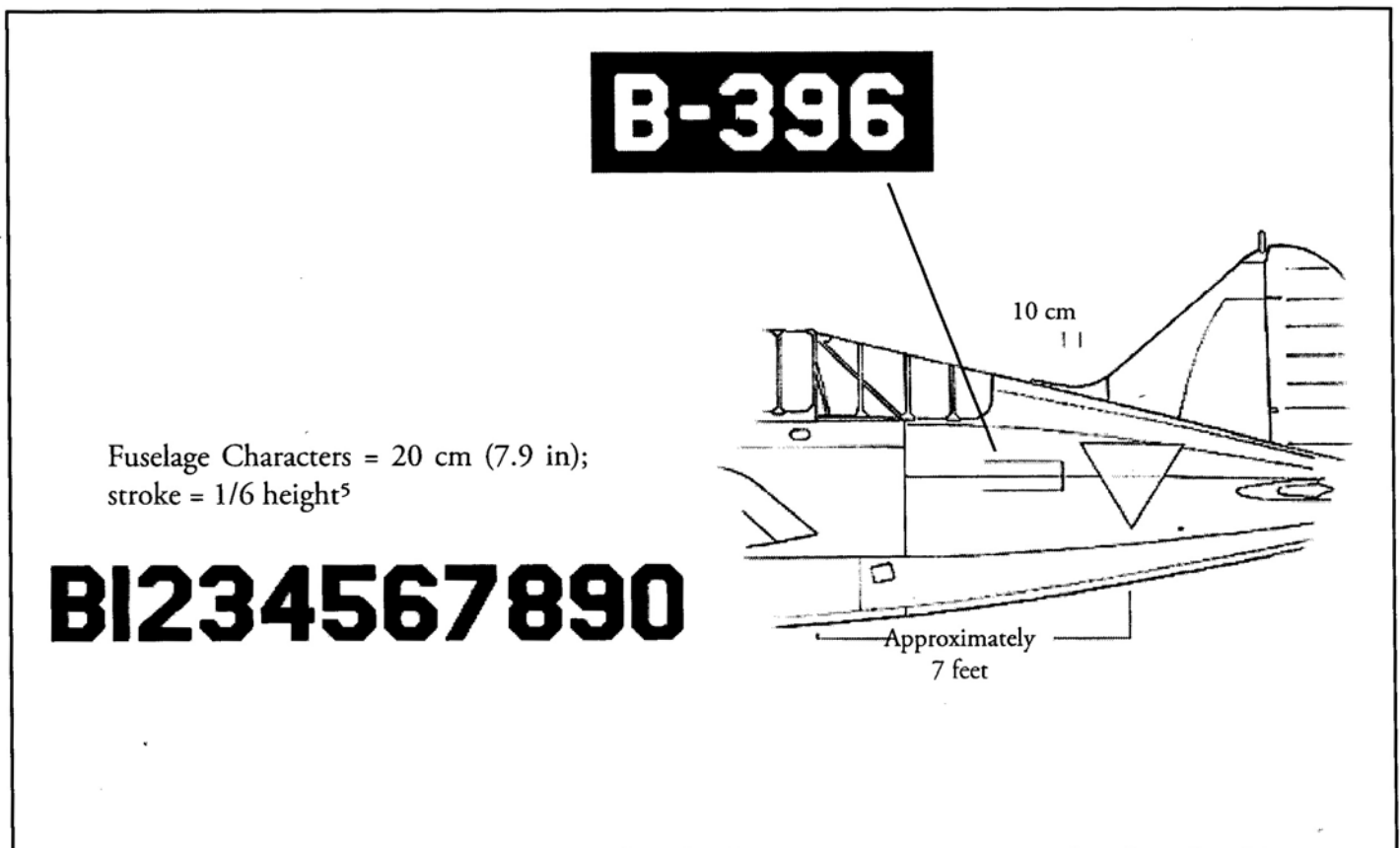


Fig 1

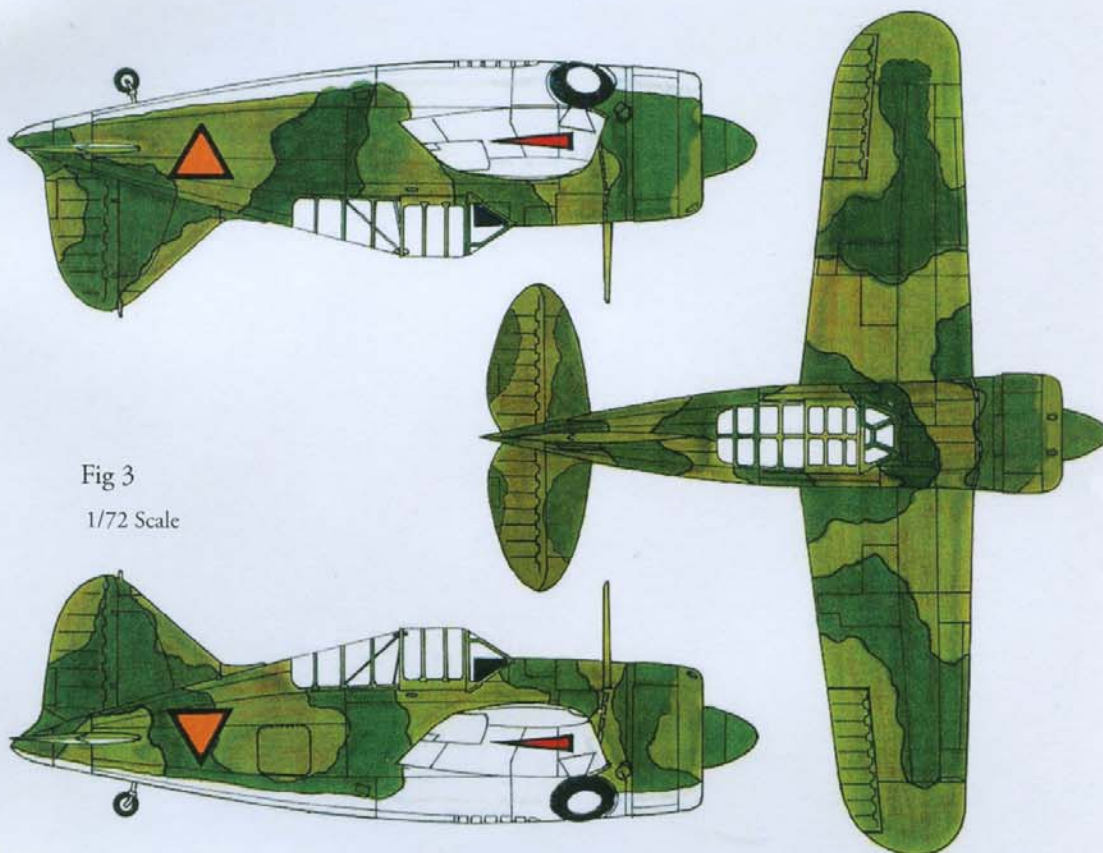


Fig 2



Fig 3

1/72 Scale



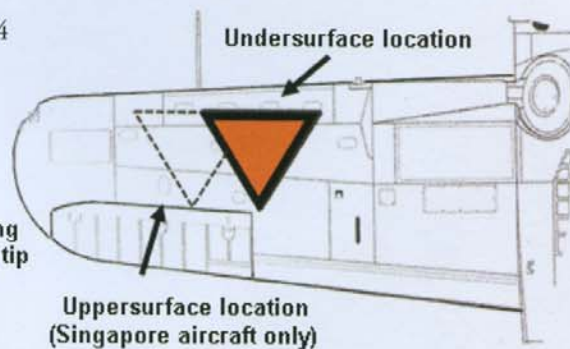
} Border = 10 cm (3.9 in)
constant all sizes

← Wing = 90 cm (35.4 in)



Fuselage = 60 cm
(23.6 in) centerline
about 7 feet aft of wing
trailing edge, bottom tip
of triangle level with
lifting hole

Fig 4



Paraguayan Police Air Fleet

Antonio Luis Sapienza

On August 31st, 1994 the Paraguayan National Police received its first helicopter, a Mil Mi-8 “Hip”, which was painted with the standard colors (khaki and white). This chopper was used intensively until it was severely damaged in an accident on November 24th, 1994 (see SAFO #125). After this accident, the Police air operations were conducted with Paraguayan Air Force helicopters, either Helibrás HB-350 Esquilo or Bell UH-1H.

When President Fernando Lugo was inaugurated in August 2008, the new Minister of the Interior, Dr. Rafael Filizzola was given the task of creating the *Agrupación Aero-Fluvial de la Policía Nacional* (National Police Air & River Group).

In 2010, three new Robinson R.44 Raven II Policecopters were purchase together with a flight simulator through the Spanish company *Proibérica S.A.* which also provided flight instructors for the police personnel. Meanwhile, the government built an air base in the National Police Specialized Group (*Agrupación Especializada de la Policía Nacional*). This base was inaugurated on August 26th, 2010 in Asunción.

A total of 14 police officers and NCOs have been trained as pilots and mechanics for the Robinsons. It is expected that two more Robinson R.44s will join the fleet in 2012.

In 2010, the government also decided to purchase four Bell UH-1H for the Paraguayan Police, which were

bought from Flight Services S.A., a Chilean-based company, and one CASA C.212-100 from Spain. In the near future, a second C.212-100 will be purchased.

Paraguayan Air Force pilots and mechanics will train their Police counterparts for the UH-1Hs and the CASA.

All police choppers have been used successfully in patrol missions over Asunción and several cities in the interior of the country. They are also been used to patrol a large area in the north of the country to search and capture members of the so-called Paraguayan People’s Army (*Ejército del Pueblo Paraguayo or EPP*), a group of bandits who kidnap and sometimes kill wealthy ranchers, police, and military personnel. Many of these bandits have been captured in joint operations conducted by the Police, Army, Navy, and Air Force since 2008. Recently, some drug dealers were captured in a poor neighborhood in Asunción by the police special forces (*FOPE, Fuerza de Operaciones Especiales*) with the support of these helicopters,. These officers and NCOs have received training abroad.

All the helicopters operate from the Air Police Unit Base in Asunción. For the CASA C-212, the Villa Hayes Aerodrome is being used. The call-sign assigned to the whole Police Air Fleet is ANGEL.

Fleet details

Serial	Helicopter	c/n	Remarks
A-01	Robinson R.44 Raven II	12997?	New from factory. Delivered 04.28.2010.
A-02	Robinson R.44 Raven II	12999	New from factory. Delivered in 2010.
A-03	Robinson R.44 Raven II	13000	New from factory. Delivered in 2010.
A-11	Bell UH-1H	5823	Ex-Bosque Arauco S.A. CC-AAU. Delivered on 05.22.2011
A-12	Bell UH-1H	4133	Ex-Flight Services S.A. CC-CBO. Delivered on 05.30.2011
A-14	Bell UH-1H	5843	Ex-Flight Services S.A. CC-CBH. Delivered on 06.27.2011
A-15	Bell UH-1H	?	Will be delivered soon, either c/n 8708 or c/n 9495, both from Flight Services S.A.
A-?	CASA C.212-100	?	Being assembled in Villa Hayes Aerodrome at present.

Paraguayan National Police Emblem

(Photo copyright Policia Nacional)



Red cockerel over yellow star over tan map of Paraguay. Red banners, green laurel leaves. Light blue shield with gray border.

Color Schemes for Paraguayan National Police Helicopters

The Robinson R.44 Raven II Policechoppers are painted in overall white with the POLICIA NACIONAL titles in black letters on both sides of the fuselage and on the underside. In place of the Paraguayan roundel, the Paraguayan flag is painted on both sides of the fuselage and on the tail. The Paraguayan National Police emblem is painted on both sides of the fuselage. The serial is painted in five positions in black letters and numbers (see the photos).

The Bell UH-1Hs are painted in overall dark blue except the engine cowling, the horizontal stabilizers and part of the tail, which are painted in orange. The titles and serials are painted in white.



The Paraguayan Air Police Hangar and Heliport with R.44 A-03 in Asunción in 2010.
(Photo copyright: Diario Ultima Hora)



Bell UH-1H A-11 at the Police heliport in Asunción 2011. (Photo copyright: Diario Ultima Hora)



Bell UH-1H A-11 at the Police heliport in Asunción 2011. (Photo copyright: Diario Ultima Hora)



The three Paraguayan National Police Robinson R.44 Raven II Policecopter at Asunción International Airport in 2010. (Photo copyright: A.L. Sapienza Files)



Robinson R.44 Raven II A-03 flying over Asunción in 2010. (Photo copyright: Naoto Goto)



Robinson R.44 Raven II serial A-03 flying low on San Bernardino aerodrome runway in 2010. (Photo copyright: Juan Manuel Gómez)

The Sysselmann's Air Wing Spitsbergen's Air Power

Detlef Billig

[Editor's note: This article first appeared in the German magazine, *Fliegerrevue* 10-2010. It is reproduced by permission of the editor and author. The translation is by Dr. Hannes Täger.]

"Sysselmann" is the Norwegian name for the governor of the island areas around Spitsbergen. Important tasks of the Sysselmann are searches and rescue, police activities, supervision of environmental protection ordinances, and, last but not least, presiding over marriages on the islands high in the Arctic.

Norway received sovereignty over Svalbard (Spitsbergen), including Bear Island and Hopen (Svalbardtraktaten), when the Spitsbergen accord was signed in Paris on February 9, 1920. The area of the archipelago is approximately a sixth that of Germany, but only 2700 people live there.

Nearby the North Pole

The area is very hilly – partly covered with high mountains and therefore named Spitsbergen (from the Dutch *spits* – pointed, *bergen* – mountain). Spitsbergen and the surrounding islands do not have any infrastructure as we know it. Streets exist only in the capital Longyearbyen (2020 inhabitants), in Ny Alesund (100), and in the Russian enclaves (approx. 500) in Barentsburg, and at the former coal pits. In winter, travel is by snowmobile over the ice of the frozen fiords. This is not possible in summer, so the supply of the settlements and camps must be by boat. The only hospital (Sykehus) is in the capital. In the case of a serious emergency or accident, a decision has to be made whether air transport to a hospital on the Norwegian mainland is required. The temperature differs from minus 40 degrees Centigrade in winter to plus 20 degrees Centigrade in summer. It is pitch-dark around the clock from October until February.

The "Sysselmann Air Wing"

The helicopters of the Sysselmann are the only reliable means of transport in these conditions. About 80 emergency missions are undertaken each year - and the trend is increasing. Sixty per cent of these missions are transport or rescue missions. All flights on the island, and up to 12 miles offshore, are the responsibility of the head office in Longyearbyen (LRS). However, search and rescue missions (SAR) over the sea, up to the North Pole, are conducted by the Norwegian rescue head office in Bodö.

Some month ago, a call for help came from the Danish government. An ill fisherman needed to be picked up north of Greenland and taken for treatment in Spitsbergen. Unfortunately, Air Greenland was not able to do this and the task fell to the helicopters of the Sysselmann Air Wing. This would be the longest rescue mission they had ever attempted. However, they were not unprepared. A system of nine petrol depots and shelters had previously been positioned around the island. A service ship, the "Nordsyssel", a former Finnish icebreaker equipped with a helicopter landing deck, was at the Sysselmann's disposal for this purpose. Previously, this ship had sailed into coastal shelters and a Eurocopter Dauphin had transported the fuel pallets and equipment ashore.

Rescue missions

SAR missions are continually practised by the crews. The staff of the Sykehus, and of other establishments of the Sysselmann, are included in these exercises. These exercises are no problem in good weather and clear skies. However, it is different during storms and in the polar night. The skill of the air crews and the regional headquarters are required here as well as first-class technology.

Since 1996, the Sysselmann of Spitsbergen has had a contract with the Airlift Company with headquarters in Bygstad. Airlift AS is one of the largest Norwegian helicopter enterprises and makes available to the Sysselmann a AWSAR Eurocopter Super Puma AS 332 L1 and a Eurocopter Dauphin AS365N2 – both equipped with de-icing systems. Airlift organizes the logistics and provides the crews for all Sysselmann tasks. For special missions the Airlift crews are reinforced with Sysselmann policemen.

Because of the danger of polar bears, the crews are usually armed with heavy Colt revolvers. On Spitsbergen, everybody is obliged to carry a weapon outside the villages for protection. Except in self-defence, the shooting of a polar bear is strictly forbidden and is punishable by law. The Sysselmann has the final say about the fate of killed polar bears; it is unlawful to keep them as a hunting trophy. When a weapon licence is granted on Spitsbergen, strict rules of behaviour are given, in case of a meeting with the "king of the Arctic", and it is pointed out that only large-calibre weapons are effective against polar bears. However, there are reckless people who disregard the warning again and again and pay with their lives. Shortly after our visit, an incident occurred in which an attacking

polar bear was shot by a camper in self-defence. For an examination of the circumstances, the carcass was taken to the capital Longyearbyen - by the Super Puma.

More than 65% of the money, with which the Norwegian state supports the island, goes to the transport businesses of the Sysselmann. The Super Puma LN-OMX has FLIR equipment and is very well equipped to fly at night, being fitted with ambient-light amplifier glasses for the crew. The Dauphin is not so well equipped, but has all the required equipment for the emergency care of those injured and is practically the "flying ambulance of the Sysselmann". The acquisition of two helicopters with the performance and night flying ability of the present Super Puma is on the agenda of the governor after the contract with Airlift expires in 2014.

Résumé

The air rescuers on Spitsbergen are well trained, highly motivated, and well equipped. Until now, all air rescue tasks have been successfully accomplished, and plans are for further improvement in the technical equipment. How well the existing system can withstand a greater challenge is, however, questionable. Hopefully, there will never be a serious accident involving one of the numerous cruise ships that sail these Arctic waters. These ships often have more than 1000 passengers on board. Normally, cruise ship passengers get only a miserable plastic cover and not neoprene suits for protection against the cold. These suits are only provided to the ship's crew. In the Arctic, unlike in Germany, where the ADAC (Allgemeiner Deutscher Automobil Club), police, and armed forces helicopters are easily available, only these two SAR capable helicopters of the Sysselmann exist. The Russians have removed their transport helicopter fleet from Barentsburg.

Detlef Billig (SAFCH #1615), Germany, E-mail: db-flight@gmx.de

Photos: Detlef Billig & Birgit Adelheit Suhr/Sysselmannen på Svalbard.

Sysselmen in action - this is not an exercise !

Thursday, July 1, 2010, circa 9 o'clock: On board the expedition ship MS Fram near Barking kyle/Spitsbergen, loudspeakers announce, in three languages, "Attention, this is your captain speaking. I must inform you we are not steering to our destination for today, the Bear Island. I have received a call for help from the icebreaker Polar Star. During the night the ship ran aground in Horn kyle and could not free herself. Divers discovered a rip in the outer skin of the ship. The ship is in no danger of sinking and the Polar Star can move under its own power. However, to be on the safe side, the captain wants us to

evacuate his passengers to our ship. I have already set course to the Polar Star. We will reach the damaged vessel in approximately six hours at a meeting place in the drift-ice off the Horn kyle. After taking off the passengers, we will sail in the wake of the Polar Star to the port of Longyearbyen and there we will set the passengers on land."

After that, a number of relevant announcements are made to prepare to receive the Polar Star's passengers. For example, it is necessary to rearrange a deck for the shipwrecked persons and to provide hot drinks, blankets, and catering. Of course, all passengers on the MS Fram stand on deck, when the damaged vessel is spotted in the hazy light between the drifting ice floes and while the ship takes position alongside. Now several Zodiac rubber dinghies with outboard engines are let down to the water by the icebreaker Polar Star to allow the disembarkation of the passengers. After approximately 25 minutes, all 78 shipwrecked persons are brought safe on board the MS Fram through the drift-ice.

The fog is still lying over the scene and both ships have come to a standstill in the drift-ice – only the cracking of ice floes can be heard – when suddenly the sound of a helicopter's engine is heard. The Super Puma of the Sysselmann approaches the icebreaker Polar Star and picks up two inspectors of the Sysselmann from the deck. These had been brought to the damaged vessel in the (as bright as day!) night before, to identify the size and status of the damage, to advise the captain in his decisions, and to detect if leakages exist of oil or other substances. Now, both ships move slowly through the drift-ice setting course to the port of Longyearbyen where they arrive circa six hours later.

Interview with Erik Nygaard - Police Chief Superintendent /chief of duty for the Sysselman Air Wing

The Sysselmann, currently Odd Olsen, is the chief of the LRS - Local Rescue Stadium - on Svalbard. What is he responsible for?

He is responsible for the mainland and a zone of 12 sea miles around the islands.

Is he also responsible for the supervision of the comprehensive 200 sea miles fishing zone of Spitsbergen?

No, this task is the duty of the Norwegian coastal guard.

How much fuel did you stock up in your depositories distributed over the island?

In each of the nine depositories, we have approx. 10,000 litres of fuel for our rescue helicopters and also some cans of petrol and oil for motorized sleighs.

How many employees do you supervise as chief of the police?

We have seven policemen who are on 24 hours duty alternately.

Does much happen here?

No, the last great occurrence here was a bicycle theft in Longyearbyen. However, our employees are specialists in many fields and are used for all sorts of tasks such as the coordination of air rescue missions. Therefore, their selection is carried out under particularly strict criteria - we really do not lack applicants.

What was your most outstanding rescue operation?

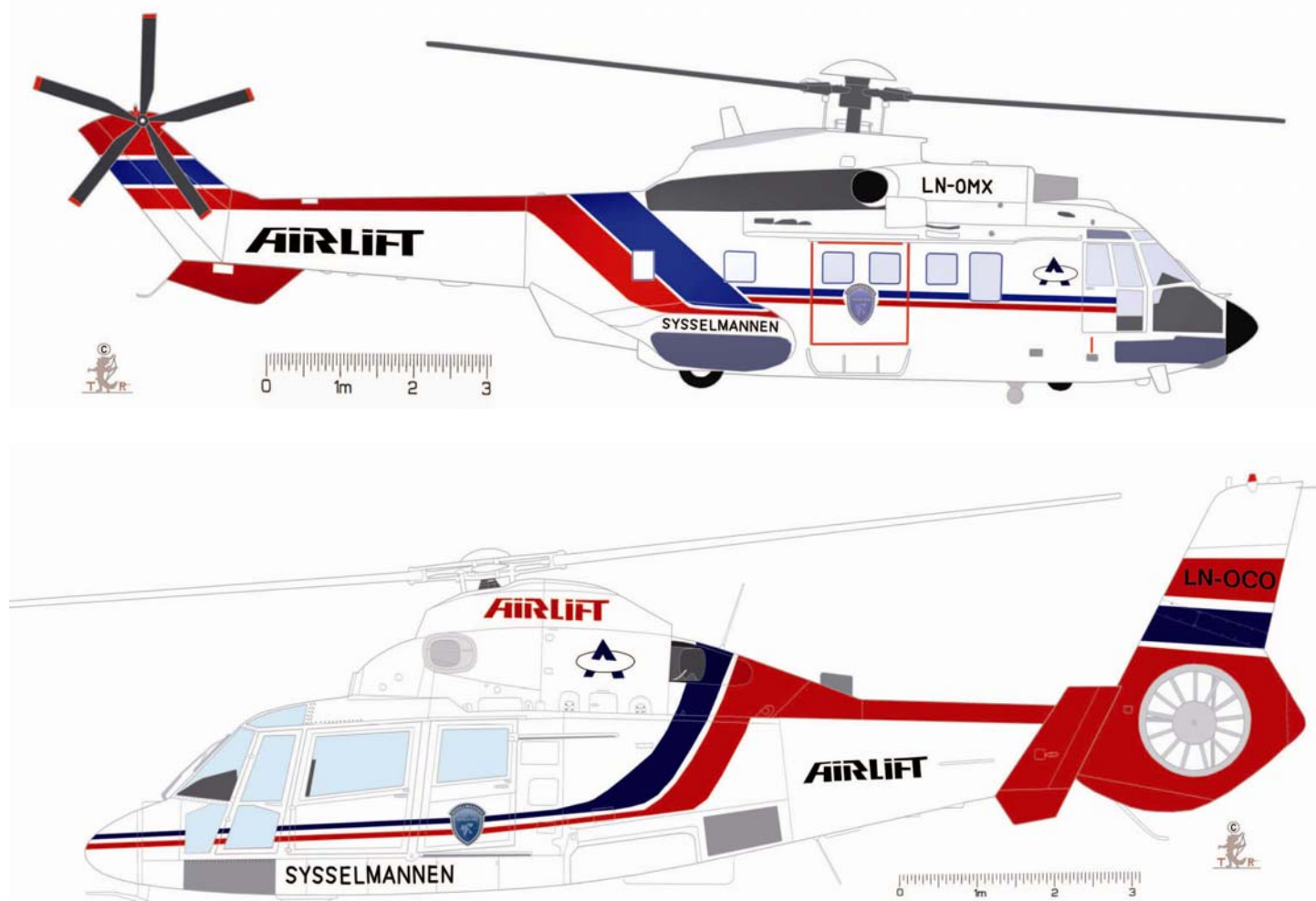
Except for the long distance rescue operation to North Greenland which took place recently, the crash of a Russian passenger aircraft in the Adventtal has stayed with me as a bad memory. It was the greatest civilian aeronautics catastrophe in Norway to date. Back on

August 29, 1996, 143 people perished when a Tu-154M of "Wnukowo Aviatzia" with the identification code RA 85621 crashed into a mountain on approach to Longyearbyen. A terrible story! The strange landing pattern of the Russian crew is unclear to us even today.

A rumour claims that, during the time of the Cold War, eight Mil Mi 8 in Barentsburg and a 100-person commando unit were assigned the capture of the airfield at Longyearbyen?

I am sorry, but I have no knowledge of this. I only know that most helicopters were removed from the Russian enclaves and that Airlift AS has taken over a number of their tasks.

This interview was led by Frauke Hansen.



Art work by Toni Ruffiner (SAFCH #1721), Switzerland.



The home base of the aircraft of the Sysselmann is the international airport at Longyearbyen. The helicopters are maintained here.



The Super Puma AWSAR-AS 332 L1 'LN-OMX' of the Sysselmann, Governor of Spitsbergen.



For exercises, neoprene suits are available to police and rescue personnel. High-powered rifles are required outside of villages because of the danger from polar bears.



The Super Puma is the workhorse on Spitsbergen. An unusual feature is the washing up of the helicopter after use with jet engines still running



The Dauphin 'LN-?' usually serves as a "flying ambulance" on Spitsbergen.



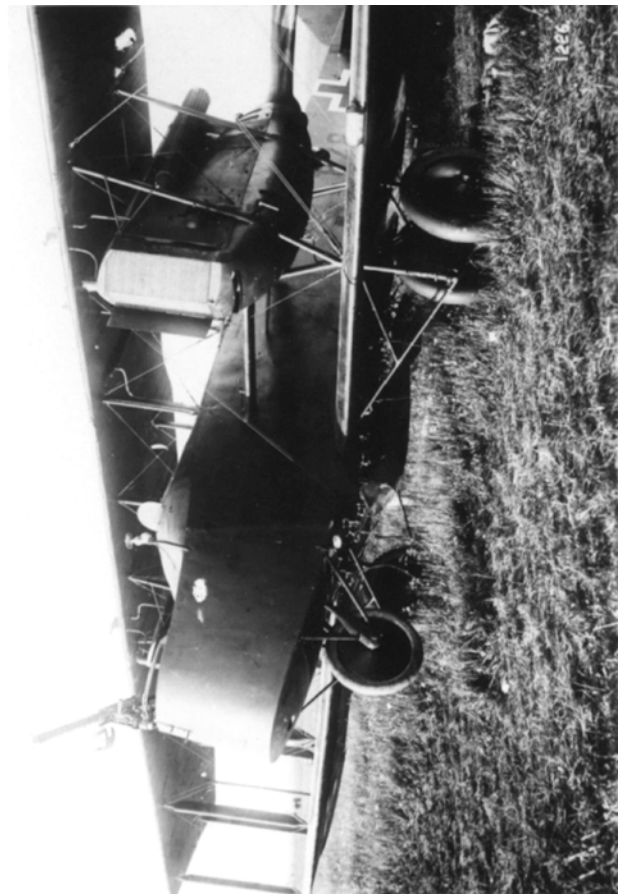
The supply of remote huts and expeditions is part of the mission of the pilots of the Sysselmann.



The MS "Norsdyssel", the service ship of the governor, is a former icebreaker and inter-island express ship.



The 72-m long ship has a crew of ten and can carry 20 passengers.



4



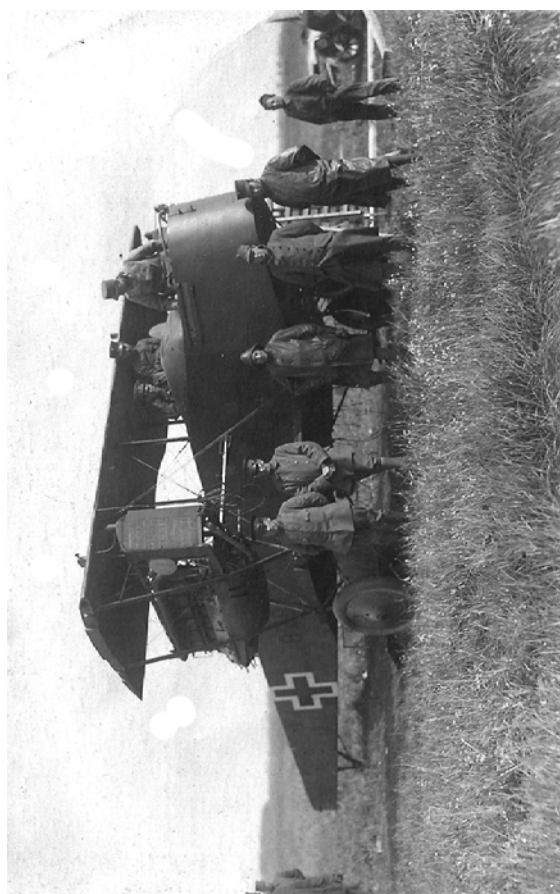
3



1



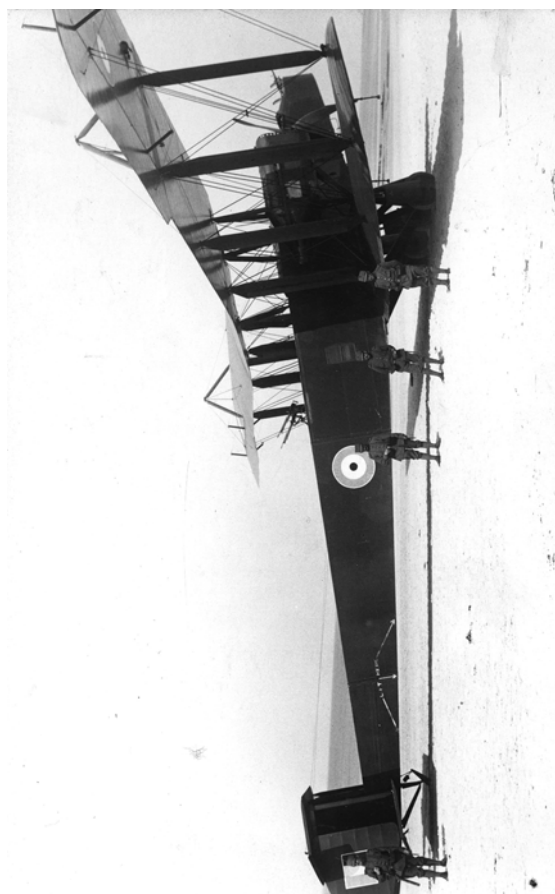
2



5



6



7



8

Twin-Engine Bombers Interned in Holland during WW1

Frits Gerdessen

During WW1, eleven twin-engine bombers were interned in Holland: Five Gothas on two occasions in 1917, and three Handley Page and three Friedrichshafen in 1918. Of these, only one Gotha was made airworthy by the LVA, but it crashed on its first test flight. A Friedrichshafen and a HP O/400 were interned intact and received LVA serials, but they were never flown. One more Friedrichshafen was interned after the Armistice and stored.

Gotha G.IVs (18 August 1917)

The interment of these Gothas was a side-effect of the German attacks on England. On Saturday 18 August 1917, the Fliegertruppe made its eighth daylight attack on England, most likely conducted by Bombengeschwader 3. A heavy storm caused the attack to be a failure and several aircraft lost their way. Two Gotha G.IVs flew over Holland and jettisoned their bombs on the island Goeree on the Dutch coast. Their flight ended in north-east Holland, just short of the German border. There they were met by rifle fire from border guards. Gotha 1055/16 was hit in a propeller and the observer, Lt.d.Res. Hermann Kohlhasse, was hit in the hand. The pilot, Uffz. Heinz Keiser, landed the plane at Beerta ca. 1315 hours.

Among the witnesses on the ground was the Wachtmeester of the Maréchaussee (Note 1), G. Bakker, who was returning by tram to his Brigade at Finsterwolde. Bakker obtained a bicycle and sped to the Gotha, where he ordered the crew at gunpoint to leave the plane. After he repeated the order, the crew gave up. Bakker then sent a civilian by bike to call for reinforcements and handed his first-aid kit to the gunner, Vzfw. Otto Ehleben, to dress Kohlhasse's wound. The Maréchaussees, F.Honings and W.Koudijs, arrived on the scene and held the spectators at a distance. Later, infantry arrived, and once these had secured the landing site, Bakker brought the German crew to his Brigade headquarters.

About the same time, the other Gotha G.IV, 1059/16, landed at nearby Blijham. The crew, observer Lt. Lechler, pilot Eugen Schleith and gunner Fritz Käbe, set the plane on fire.

The honour for the downing the second Gotha was given to sgt. H. Lok of the border guard at Tutjehut who was awarded a golden watch and some money. (Note 2)

In recognition of his actions on this evening, wmr. Bakker received a letter of appreciation.

Whereas 1055/16 was fully intact, only the engines of 1059/16 remained. Both aircraft had been built by the Siemens Schuckert Werke G.m.b.H. at Berlin. Both had 260 hp Mercedes engines: 1055/16 had engines nrs. 28271 and 28400 and 1059/16 had nrs. 28451 and 28462.

The LVA was immediately informed, and the same day Lt. W.A. Fauré was sent to Beerta to inspect the situation. On Monday, a salvage party departed with seven trucks with Lt. L.F.E. Coblijn, sgt. Zwart, kpls Unkel and Van Driel and soldiers Nabben, J.L. Smit, Hofland, Van Kranenburg and C.L. Baas.

Another group went by train: sgts. Boevink, Fromberg and Van Lent and the kpls. Jacobs, W. Veenendaal, Van Wiggen, Pijpers, Vreeswijk, Hendriks, Manceau and Van der Plank. On the 28th, they arrived back at Soesterberg, after a night stop. This was the largest salvage operation by the LVA in WW1.

Gotha 1055/16 was repaired, and initially received LVA serial LA50 (changed to G700 in December 1917). The C.LVA made a proposal to buy the Gotha for RM 75.000, and the DvO (Departement van Oorlog = War Ministry) passed this to the Foreign Ministry on 15 October 1917. But alas, on the 18th, LA50 took off for its first flight piloted by kapt. F.A. van Heijst with crew Lt. van den Abeelen and sgt. Bannink. One motor failed and the plane ended up on its nose. There were no casualties, except that Lt. A. Plesman (later KLM director) accidentally emptied a fire-extinguisher in the face of one crew member. The LA50 went in for repairs, but on 15 July 1918 the Foreign Ministry was informed that the Gotha was no longer needed. That applied also to the engines of 1059/16, for which a proposal had been made on 29 November 1917 for RM 20.000.

Gotha G.IV and G.V (28/29 September 1917)

On the night 28/29 September 1917, the 15th bombing attack on England was made with 25 Gothas from BG3, and 2 Riesenflugzeuge (Rfa501). By this time, daylight attacks had been abandoned. Because of bad weather only the R-Flugzeuge and three Gothas reached the target. (Note 3)

On this night, three Gothas came down in Holland, but initially only two were interned. Gotha G.IV 602/16 crashed at Sas van Gent and was wrecked. Ob.Lt.

Bäuerle was unhurt, but Lts. Metzger and Buman were injured.

The plane was salvaged under supervision of 1st Lt. J.N. Wallast (C.Det.Vlissingen) by a party led by 1st Lt. J.E. Lioni, with sgt. Boevink and mechanics Hendrikse, Van Veenendaal, Van Vulpen and Manceau.

The 260 hp Mercedes engines, nrs. 29967 and 30019, were usable, and on 18 January 1918 the DvO proposed the Foreign Office to buy them, along with three Parabellum guns, for RM 30.000. On 28 October 1918 this offer was withdrawn. Motor 30019 was mounted in Albatros C.X LA48/AL400 (ex 5992/16).

Gotha G.V 668/16 landed at Sneek about 23.30 hours, on the land of farmer H.J. Postma. The Postma couple were the first to reach the plane. The pilot, Lt. Hans Starck, asked their whereabouts, and let a pigeon go with a message. The other crew members were Fw. Wolfgang Dietz and pupil pilot Herbert Fliege. They explained they had been on a nocturnal training flight but had run out of fuel, but a local paper suspected they had been to England. Then the crew doused the plane with fuel and set it alight. This brought the claim of a fuel shortage in doubt.

This was just at the moment Maréchaussee Opperwachtmeester (Note 4) Prijs reached the plane. He had observed the landing from the other bank of the canal, but it took him half an hour to find a boat before he could make the crossing.

The salvage was led by Lt. N.E. Groeneveld-Meijer, the inventor of the Groeneveld Meijer bomb gear, who was at that time in his home town of Sneek. The wreckage arrived at Soesterberg on 6 October. The motor numbers were not recorded.

Also on the night of 28/29 September, Gotha G.IV 1065/16 crashed unobserved in the Zuiderzee. The first indication of its fate was on the night 3/4 October when the fishing boat EB61 (from Elburg) caught some wreckage in its nets. The boat's crew managed get a part of a wing on board. This was handed over to authorities at the Elburg town hall, and the Navy was informed. Later fishermen found other wreckage. On the 10th, skipper J.Wakker of the fishing boat UK125 (from Urk) found the body of Lt. Martin Emmmler. He had bullet wounds and broken bones. Emmmler's body was brought to Kampen where he was buried with military honours on the 13th.

By now the LVA was aware of the wreck and Lt. J.G.C.Duinker was sent on a "fishing trip". The wreck was at last located on the 18th. Before, on the 16th, the body of Vzfw. Emil Haes was found by skipper, Albert Klappe of the fishing boat VN30 (Vollenhove). Haes

was buried with military honours at Vollenhove on the 18th.

A large part of the wreck, including the engines, was salvaged and brought to Soesterberg and the identity became known. On the 24th, the C.LVA wrote his superior, the OLZ (Opperbevelhebber van Land en Zeemacht = Supreme Commander – at that time General C.J.Snijders) that nothing is known about the crew (and that was after two Germans had been buried!) and suggested that the German ambassador be informed. By this time several local newspapers had reported the case.

The body of a third crew member, Vzfw. Heinz Schreiber, washed ashore at Blankenham on the 25th, and he was buried there. After WW2, the remains of the Gotha's crew were reburied at the large German war cemetery at Ysselstein.

When this part of the Zuiderzee, in the meantime renamed the IJsselmeer, was reclaimed in 1963, many WW2 aircraft wrecks were found in addition to the remains of the Gotha.

G.IV 1065/16 was built by the Siemens Schuckert Werke. It had engines nos. 28498 and 30325.

Handley Page O/100 (12 April 1918)

On 12 April 1918, RAF Nos. 214 and 215 Squadrons, based at Bergues near Duinkerken, attacked Zeebrugge in bad weather. HP O/100 3119 of No. 214 Sq. was hit in an engine by AA and started to burn. The crew headed for Holland and landed east of Vlissingen at ca. 0230 hours. The plane somersaulted and burned. The crew escaped unhurt, although two fell into a ditch. They were met by the local constable who passed them on to Lt. H. Hauptst, the C.O. of a local coastal battery. Lt. Hauptst provided dry clothes (the crew had to sign a receipt) and transferred them to the local commander. The crew consisted of Fl.Cdr. E.R. Barker, Obs.Lt. F.H. Hudson and Fl.sub.Lt. D.C. Kimmond. The HP had 300 hp Rolls Royce engines, nrs. 227558 and 227559.

The salvage party, consisting of Lt. J.P.van Oosten, ir. Vreeburg, and the mechanics Jacobs, Kluft, J.C. Hendriks, W. Hendrikse, Hoogstraten, and Benders, departed Soesterberg on the 12th and returned with the remains on the 18th.

Friedrichshafen G.III (23 May 1918)

Early a.m. on 23 May 1918 Friedrichshafen G.III 828/17 landed undamaged, after running out of fuel, between Oosterhout and Raamsdonkveer, while returning from a mission to Paris. The plane still carried a 300 kg bomb. The crew consisted of Lt.Fl./Beob. F.J.H. Vogel, Vzfw. P. Schneider and Uffz. J. Dellinger.

The plane had 260 hp Mercedes engines nrs. 28335 and 28113.

The salvage party comprised Lts. L.F.E. Coblijn, M.C.van Dijk, A.K. Steup, and sgt. Boevink, and had four trucks. However, Sgt. Boevink had a problem. He asked the C.LVA for a specialist to defuse the bomb but without result. Thus he did it himself.

The plane received LVA serial FG702, but was not flown. It was put in the line-up when Prince Hendrik visited the LVA the 5th June 1918.

Handley Page O/400 (30 June 1918)

The next big ship to arrive was HP O/400 C9648 of No. 214 Sq. The plane took off on 30 June at 2145 hours to bomb Mariakerke, but was attacked by a German plane and developed engine trouble. It landed, still with 18 bombs, on the North Sea beach at Valkenisse (Walcheren) early a.m. of 1 July. Lt. J.N. Wallast (C.Det.Vlissingen) was responsible for the salvage operation. The plane was loaded on barges and brought to Vlissingen harbour. How it was transported further to Soesterberg is not recorded.

Now Lt. Wallast had a problem, as he had already two DH.9's to care for (B7620 interned on 27 June and C1211 interned on 29 June). To help out, extra personnel was sent from Soesterberg: Lt. U.F.M. Dellaert (just on leave in Zeeland), sgt. Jacobs and the mechanics Kluft, Van Vulpen, and Van Veenendaal. They departed on 2 July and returned back on the 13th.

The HP received the Dutch serial HP703, but was far too large to be used in service. Yet the plane had some use. During the ELTA exhibition in 1919, a HP O/7 (civil version of the O/400) landed at Breda with damaged propellers and the LVA could provide replacements from the internee. Whether this plane was handed back to the RAF in 1920 is not clear. Anyway W/O(ret.). Boevink in 1960 showed that he had used HP wing struts for his barn.

This HP had 350 hp RR engines, nrs. 564 and 722. The crew consisted of Lt. James Durkin Vance (pilot), Sub.Lt. S.B.Potter and sgt. S.Kimberley.

Handley Page O/400 (21 August 1918)

On 21 August HP O/400 C3492 of No. 214 Sq. had to alight in the North Sea. The plane floated for 2½ hours, and Lts. J. Betherington and C.H. Kennedy were rescued. Lt. B.C. Fletcher drowned and his body washed ashore in Zeeland. He was buried at Vlissingen.

Handley Page O/400 (16/17 September 1918)

On the night of 16/17 September 1918 the RAF bomber force suffered the greatest one-night loss: eight HP O/400:

No. 215 Sq.	4 a/c	8 POW, 1 killed, 3 interned
No. 97 Sq.	1 a/c	1 died, 2 wounded; a/c landed in Allied territory
No. 100 Sq.	1 a/c	3 POW
No. 115 Sq.	1 a/c	3 POW
No. 216 Sq.	1 a/c	2 POW, 1 died of wounds.

Over Holland, No. 215 Sq. lost C9727, crewed by 2nd Lts: pilot C.C. Fisher (19), observers C.T. Locke (18), and R.S. Oakley (20). They had taken off from Woevre at 1948 hours and flew to Germany via Nancy. They bombed Köln and Bonn. Then one engine failed and later the other. They had to land at 0130 hours. Having no idea of their whereabouts, the crew burned the plane which was completely destroyed.

The HP landing south of Oosterhout was observed by several soldiers. Sld. Van Mierlo (engineers) was the first to approach the plane. It was on fire before he reached it. In the meantime, an alarm was raised and arriving soldiers guarded the wreck. They met the crew who was billeted in Oosterhout. Next day they were escorted to Den Haag.

Before the HP landed, it seemed that it gave light signals. Far away in the clouds also aircraft seemed to exchange signals.

The salvage party was commanded by Lt. Van Wulfften Palthe.

Friedrichshafen G.IIIa (4 November 1918)

In November 1918, the German forces were in full retreat in Belgium. On 4 November, a Friedrichshafen G.IIIa (recognisable by the shape of its rudders), on the way from Vlaanderen to Luik, strayed over the border with engine trouble and tried to land at Sint Jansteen. The plane hit trees and crashed. Lt. Herbert Wendt (pilot) and sgt. Heinrich Wilhelm Otto Sorgers must have been killed at once. Soldat Helmcke crawled wounded out of the plane and was brought to hospital. After Wendt's body had been recovered, the plane took fire and fuel tanks and ammunition exploded. Later the remains of Sorgers were found along with personal belongings, clothes and food, a clear sign of retreat.

Both Wendt and Sorgers buried at Sint Jansteen. After WW2, Wendt was reburied at Ysselstein. Sorgers was not reburied. The latter may have been brought back to Germany by his relatives.

Friedrichshafen G.III (12 November 1918)

The last bomber to be interned in Holland was Friedrichshafen G.III 802/17, which landed at Gronsveld South Limburg) at 1430 hours on 12 November 1918. The crew were allowed to go on to Germany. It had Mercedes engines 38467 and 39873.

On the 13th, Lt. A. Plesman (later KLM director) departed with a salvage party. They put the plane on a train. Once the party had arrived, more aircraft had landed: five Fokker D.VII and one Albatros D.V, which also had to be salvaged.

1919

With the Armistice, the landings of HP O/400 were not over. The RAF had started a mail service from Britain to Köln, partly with HP's.

On 7 May, a HP O/400 landed near the Chassé Barracks in Breda. Repairs by LVA personnel were completed by the 10th and the HP departed the 12th.

On 8 August, HP O/400 C9731, with a 4-man crew, for unknown reasons landed at Aardenburg. It was guarded by maréchausées and departed the 14th. The name of the pilot was given as Cyril Hoare. The LVA was not involved. The unit is not known.

Before 30 March, a mailplane crashed at Vaals, a border village near Aachen. One passenger was badly injured, another unhurt. 12 mailbags were taken on charge by the local military and handed over at the border post for dispatch to Aachen. The aircraft type is unrecorded. Considering the load, a HP cannot be excluded.

Fritz Gerdessen (SAFCH #12), The Netherlands.

Notes

1. Wachtmeester = Wachtmeester (wmr.) is elland in artillery, cavalry, and maréchausée. The army, air force, and marines use the rank of sergeant. Maréchausée = A military police formation, founded in 1814. The French equivalent is gendarmerie, the Italian carabinieri. The maréchausée are also charged with bordequal to sergeant (sgt.). This rank is used in Hor, airport, harbour security), security of royals and government etc. Before WW2 the maréchausée also served locally as normal police. In 1814 a gendarmerie (the maréchausée) was founded by King Willem I, but as Holland had been part of

the Napoleonic Empire, the title "Gendarmerie" was unpopular.

2. Local historian, H. Blouw, interviewed witnesses in 1975, some of whom criticized the claim. Unfortunately, by that time Lok had died and his possessions had been lost when his house burned down. Blouw made a reconstruction of events, using maps, etc, and found that the Gotha had passed Lok at a distance of a few hundred meters - Lok couldn't have missed. All other gunners were much further away.

3. On this night, RNAS, No.7 Squadron at Coudekerque had Handley Page O/100 3134 in the air, at 10.000 feet

ca. 10 miles off the coast at Ostende, in order to intercept and/or report incoming German bombers. During their 4 hours patrol, three aircraft were seen, two of which were attacked. Of the latter one escaped in low clouds, the other spiralled down apparently out of control.

4. Opperwachtmeester = Opperwachtmeester (OW) is equal to sergeant-major (sgt.maj. or SM). We have variants: SMI = sgt.major instructor, the "mother" of the company, and SMA = SM administration.

Captions for photos on pages 91-92 & 107-108

All photos via the author

1. On the night of 28/29 September 1917, Gotha G.IV 602/16 crashed at Sas van Gent and was wrecked. Ob.Lt. Bäuerle was unhurt, but Lts. Metzger and Buman were injured.
2. The salvage party with the wreck of Go G.IV 602/16, Left to right: Sgt. Boevink, mechanics Van Vulpen, Van Veenendaal, Hendriks, and Monro. On the plane is Lt. J.E. Lioni.
3. Early in the morning of 23 May 1918 Friedrichshafen G.III 828/17 landed in Holland undamaged, after running out of fuel. The row of trees in the background is along the road Oosterhout-Raamsdonkveer.
4. Friedrichshafen G.III 828/17 in Holland. Note the bomb is still in place.
5. Friedrichshafen G.III 828/17. Sgt. Boevink of the salvage party is standing under the starboard engine.
6. Friedrichshafen G.III 828/17 is being dismantled for transport to Soesterberg.
7. On 1 July 1918, Handley Page O/400 C9648 was attacked by a German plane and developed engine trouble. It landed, still with 18 bombs onboard, on the beach at Valkenisse (Walcheren).
8. Handley Page O/400 C9648 on the beach at Valkenisse with the dunes in the background.
9. The fuselage of HP O/400 C9648 loaded on a barge.
10. The fuselage of HP O/400 C9648 entering Vlissingen harbour.
11. A HP O/400 on the grounds of the Chassé barracks in Breda, May 1919. The port propeller has been removed.
12. HP O/400 C9731 at Aardenburg in August 1919. In front of the machine are the pilot (2nd from left), 2 maréchausées, and the farmer's family. The maréchausées had a small tent, at left.

The Korean People's Air Force

Part Three: The Rest of the Beginning

Douglas C. Dildy

The KPAF Moves South

To support the Korean People's Army's (KPA) renewed drive south of the Han River, the 56th Fighter Aviation Regiment's (FAR) sole operational fighter squadron deployed seven Yak-9P fighters to Kimpo AB, dispersing and camouflaging them to prevent discovery and destruction by Far East Air Force (FEAF) bombers. On July 6th, four of these Yaks winged south and attacked a communications center at Osan where the KPA armor was destroying "Task Force Smith", the first American unit sent to try and stop the KPA's advance.

As the North Koreans continued south and clashed with the next elements of the US 24th Division at Chonan, the USAF established a forward operating base (and Fifth AF's Advance HQ) at Taegu, about halfway between Taejon and Pusan. A short (3,800ft/1,158m) clay-and-gravel airstrip, with only a few rudimentary former IJAAF facilities, Taegu became home for what would become the ROKAF 1st Fighter Squadron with ten F-51Ds (although at this time these were almost exclusively flown by American instructor pilots) who were soon joined by a like number of Mustangs from an *ad hoc* USAF unit, 51st Fighter Squadron (Provisional).

Taegu was also the staging base for the Royal Australian Air Force's (RAAF) 77 Squadron, which was flying 26 NAA F-51D Mustangs from Iwakuni AB, Japan. Flying their first combat sorties on July 2nd – escorting medical evacuation (MedEvac) C-47s – the "Aussies" soon turned to offensive missions, especially against KPA forces advancing down the east coast. On the fifth day of operations, the squadron was staggered by the loss of its deputy commander, Sqn Ldr Graham Strout (flying F-51D A68-757) who failed to return from a rocket attack on a railway station near Samchok. His Mustang crashed a short distance north of the target, but was claimed by DPRK propaganda as one of the two victims of Yak fighters that day. (Note 1)

The KPA's upgraded 105th Tank Division (Note 2) and its 4th Infantry Division, ousted the Americans from Chonan on the 8th. The Americans fell back and regrouped along a line from Chongju to Chochiwon with the KPA hot on their heels.

To keep pace with their ground forces' advance, Gen. Yong moved his operational HQ forward to Kimpo AB. Intent on making it his main operating base, he

brought with him some 500 combat engineers, logisticians, finance clerks, and other support troops – as well as aircraft maintenance technicians – designating them the 877th Air Force Unit. (Note 3) To defend his new base, he was provided with the partially-trained 107th Infantry Regiment with another 1,500 men.

As the KPA pushed deeper into South Korea, the 56th FAR deployed five Yak-9Ps to Suwon to continue flying ground support and air-cover missions (Note 4) – four Yak-9Ps bombing and strafing the US 19th Infantry Regiment at Chongju on July 10th.

However, heavy American air attacks against the advancing KPA columns soon forced the 56th FAR to fly defensive missions to cover their own forces. The next day a pair of the far-ranging Yak-9Ps "bounced" a US Army (USA) Ryan L-17B Navion while its USAF crew was performing airborne forward air control (FAC) for FEAF fighter-bombers. Another three Yaks attacked a flight of four F-80Cs strafing KPA troops near Chongju but failed to get any hits before the faster jets vacated the scene.

The following day another pair again jumped a formation of Shooting Stars strafing enemy frontlines, this time near Chochiwon, and again the jets got away undamaged. Not so lucky was a Piper L-4 Grasshopper shot down by a pair of Yak-9Ps. A Stinson L-5 Sentinel was downed the next day.

The Aerial Action Heats Up

More significantly was the first combat loss of a Boeing B-29. On July 12th, FEAF's Superforts were dispatched to roam the KPA's "lines of communications" dropping their 35 500lb (227kg) bombs individually on bridges, tunnel entrances, and road junctions – as well as on any observed troop concentrations, supply dumps, truck convoys, and even individual tanks. Three Yak-9Ps – probably scrambling from Kimpo AB – intercepted one of these B-29s (28th BS/19th BG) near Seoul. KPAF pilot Kim Gi-Ok (or less likely, Lee Don-Gyu – both claimed the "kill") shot out the #3 engine with his cannon. (Note 5) Ablaze the B-29 escaped out to sea where the crew bailed out: two of the crew were captured by North Koreans, but the remaining 11 men were rescued by the British frigate, HMS *Alacrity*.

One week later, three Yak-9Ps intercepted one of ten B-29s dispatched to bomb bridges spanning the Han River. Catching the bomber near Seoul, the Yaks riddled it, causing severe damage (over 100 shell holes) and wounding the pilot.

The KPA responded to the repeated UN air attacks by moving and massing only at night. They resumed the assault on July 14th, forcing the Americans from the Kum River line. The 24th fell back to Taejon. By this time, the severely mauled 24th Division could not stop the two KPA divisions, led by two tank regiments, from swinging around their left flank, threatening to encircle them. FEAF called for a “maximum effort”. The fighters of the 56th FAR sporadically attempted to intervene. Their most successful mission being on July 15th, when two Yak-9Ps attacked a flight of four B-26s [13th BS/3rd BW(L)]. KPAF pilot Kim Gi-Ok damaged one so badly – shooting out one engine – it force-landed at Taejon’s small dirt airfield. (Note 6)

Four days later, the 56th FAR sent four Yak-9Ps to raid Taejon airfield. As they egressed northwards at 6,000ft (1,830m) a ground FAC informed a flight of four F-80Cs (36th FBS/8th FBW) about the enemy fighters. The speedy Shooting Stars jettisoned their air-to-ground rockets and tip tanks, accelerated and quickly caught the Yaks. One pair broke left and down, the other right and up and a real 4 vs 4 “furball” ensued. The Shooting Stars split as well, quickly destroying one from each pair. As the dogfight continued, a third Yak was shot down. Two of the four KPAF pilots survived the engagement. However, the slower, lighter Yaks could turn a tighter circle and one of them damaged the lead F-80C. This Shooting Star crashed and pilot perished attempting a forced landing at Taejon. (Note 7)

The next day, about eight miles (13km) north of Taejon, another pair of Yak-9Ps tried to “bounce” a flight of Shooting Stars (35th FBS/8th FBW). The Americans spotted the attacking Yaks and quickly split. As one Yak followed one of the accelerating jets, the lead F-80C circled in behind him and opened fire: “The Yak started to fall apart, turned over on its back and went straight in.” Meanwhile the second KPAF fighter tried to flee to the east, but the other pair of American jets quickly closed and riddled it. When it burst into flames, the North Korean pilot bailed out.

In six days the 56th FAR had lost seven aircraft, virtually wiping out the regiment’s only operational squadron. From that day on, KPAF fighters no longer attempted taking part in frontline combat.

That same day, despite valiant efforts by American and Australian air forces, KPA troops and tanks finally

overwhelmed the US 24th Division at Taejon. In the four-day battle, the Americans suffered 3,602 soldiers killed and wounded and another 2,962 men captured, including the division commander, Maj. Gen. William F. Dean. During this period the 56th FAR claimed to have shot down 18 USAF fighters and 29 bombers. For this “accomplishment” the unit was awarded the honorific of “Guards of Taejon”, becoming the only Guards Regiment in the KPAF order of battle. (Note 8) Additionally KPAF pilot Kim Gi-Ok, the only Yak-9 pilot to be awarded the “Hero of the DPRK”, is reported to have claimed six of his (eventual 17) victories “in the first months of the war.”

The Final Beat Down

Meanwhile, as American F-80C jet fighters were wiping out the single operational squadron of the 56th “Guards Taejon” FAR in dogfights, FEAF Bomber Command was aggressively targeting KPAF airfields, striking first on July 15th when three Superfortresses bombed Kimpo AB, effectively cratering the runway while F-80 strafers destroyed two (of seven reported) dispersed aircraft.

Calling upon US Navy’s TF 77 to repeat their earlier success, on July 18th (see Part 2), two carrier strikes were flown against the Pyongyang airfields, destroying another 14 enemy warplanes and damaging 13 more that were dispersed and camouflaged around the bases. The next day, TF 77 air groups attacked Yonpo airfield, destroying 15 KPAF aircraft there and another three at the nearby Sondok auxiliary field.

The most dramatic counter-air strike was also flown that day when seven Shooting Stars (8th FBW) were launched after a FEAF RF-80A (8th TRS) discovered the small dirt airfield at Pyonggang, just north of the 38th Parallel. Parked along the western edge of the airstrip were some two dozen KPAF aircraft – most likely Il-10s – camouflaged with tree branches. The Shooting Stars arrived mid-afternoon, making repeated strafing runs on the undefended airfield. Fourteen enemy warplanes – along with one twin-engine aircraft fancifully reported as a “bomber” (probably an Li-2 transport) – burst into flames and were destroyed; another seven were hit but did not burn, and were listed as damaged.

A week later, 14 Superfortresses conducted another major attack against Pyongyang’s Heijo and Onjong-ni airfields. Two Yaks rose to defend their bases, but were able to inflict only minor damage on one B-29. The Boeings badly cratered the runway and dispersal areas, knocking out the KPAF’s main base for some time.

Despite the nearly complete absence of KPAF aerial activity, their bases continued to be the targets of FEAF offensive counter-air strikes anytime aircraft were observed. On August 4th, Fifth AF F-51Ds (67th FBS/18th FBW) raided Kimpo after a formation of B-29s (19th BW) bombing Seoul's railway yards reported seeing enemy fighters taking off. The marauding Mustangs strafed and bombed, claiming nine aircraft destroyed and another nine damaged. Two days later, Pyongyang was raided by the same unit, its pilots reporting another nine destroyed, plus three more damaged, at Kimpo when they attacked it on the way home.

Badly beaten, the North Korean air force made a few sporadic, desultory appearances in August, most notably when a fighter (reported as an "La-5") attempted to attack a B-29 (307th BW) on August 15th (and was driven off by two bursts from the bomber's tailguns) and on the 23rd when two Il-10s attacked and damaged the RN destroyer HMS *Comus*, 85 miles west of Kunsan, South Korea, killing one sailor and wounding another. (Note 9)

By the end of August, FEAF Intel estimated that, in the first ten weeks of the war, the repeated USAF, USN and RN/FAA attacks on airfield had destroyed 110 KPAF aircraft. Of these, gun-camera film confirmed that 36 were destroyed by strafing and 42 others were damaged. Additionally FEAF and USN pilots were credited with destroying 23 KPAF aircraft in aerial combat (plus two "kills" claimed by bomber gunners). (Note 10)

His air force virtually destroyed by the combined might of UN air power, in the last week of August, Gen. Yong "threw in the towel", withdrawing almost all of his surviving warplanes – reported by Soviet sources as 20 Il-10s and a single Yak-9P – to the small primitive airfield near Yanji, China, approximately 20 miles (32.5km) beyond the northeast corner of North Korea.

Most critical to the KPAF was the fact that only six fighter pilots and 17 assault aircraft pilots survived their

initial combat experience. To continue training the 150 student pilots, the KPAF also withdrew to Yanji some 30 Yak-11 and -18 trainers and about 15 surviving Polikarpov Po-2 biplanes. (The Po-2 was the only type whose numbers actually increased during the first two months of the war.)

The End of the Beginning

While the KPAF's role in the initial success of the North Korean invasion was not significant, it demonstrated a persistent presence and until late July it remained an important consideration in FEAF's combat operations. The 57th AAR flew 94 sorties from June 25th to the end of August. Nine aircraft had been lost in aerial combat to USAF fighters and an estimated 60 destroyed by the UN air arms' devastating airfield attacks. A small contingent of *Shturmoviki* (two to four serviceable aircraft) remained at Kimpo AB while the rest withdrew to Yanji to reconstitute the unit.

From June 25th through August, the 56th FAR flew 222 sorties and claimed to shoot down 47 UN aircraft. Actually, only one F-80C, one B-29 and two liaison aircraft are known to have been lost to Yak-9Ps in the air, with three USAF transports and seven ROKAF trainers were destroyed on the ground by their strafing. Additionally one F-82G and two B-26s damaged by Yak-9Ps were eventually lost having been destroyed to prevent capture by advancing KPA forces. (See Appendices Two and Three, to be included in Part 4 of this series.)

Once safely within the security of the "Manchurian Sanctuary" – leaving only a small detachment to defend Kimpo AB – the KPAF set to work to rebuild its combat forces. This process and the force's subsequent attempt to challenge the USAF over North Korea is the subject of Part 4 of this series.

Doug Dildy (SAFCH #844), USA.

End Notes

1. US records report "Downed by Yak, 400 meters N of Pukpyong RR Station". However, original RAAF documents, including the 77Sqn ORB (Operational Record Book) describes how the aircraft was "was probably" hit by AAA while diving to attack, and how it impacted the ground. No KPAF Yaks were observed anywhere in the area. Considering the fact this action was well away from the KPAF's normal area of operations, and that individual unit records are commonly the closest to the action – and therefore usually the most accurate and authoritative – this

author believes that Sqn Ldr Strout's Mustang was not lost to a KPAF Yak fighter, but due to "target fixation" by the pilot, resulting in impacting the ground a few hundred meters/yards beyond the target. See also Note 11 regarding the transmutation of information (in this case "Yak" for "flak") in American records on other occasions.

2. Once Seoul was captured, the 105th Tank Bde was upgraded to a division by the addition of one battalion of self-propelled artillery (with SU-76Ms and SU-100s) and one battalion of truck-towed (122mm) artillery.

3. KPAF began the war with 2,541 ground personnel, including aircraft maintenance technicians. Those not associated with the flying regiments were organized into two “aviation technical battalions” which provided all essential services at the base level. These were stationed principally at Pyongyang’s Heijo and satellite Onjong-ni, and on the east coast at Yonpo and Wonsan airfields. The movement of 20% of the KPAF’s ground echelon to Kimpo AB represented a substantial investment for the future in that captured ROK airfield.
4. By this time the 57th AAR’s “Yonpo squadron” had moved its Il-10s to Wonsan to reach deeper into South Korea, but lacking air superiority they were no longer employed at the front.
5. KPAF propaganda maintains that pilot Kim Gi-Ok destroyed a second B-29 by ramming.
6. This B-26B [S/N 44-34263 from the 13th BS(L)] was destroyed by US forces when they were forced to evacuate Taejon on July 20th. Additionally, according to DPRK propaganda, an unnamed KPAF pilot is said to have shot down an F-80C on July 15th, however, USAF records show that no F-80Cs were lost that day.
7. Two of the shot-down KPAF pilots, Kim Hi-Gyung and Tae Guk-Sung, survived the engagement. The F-80C pilot was Capt. Howard E. Odell.
8. After this politically significant victory over the Americans, Kim Il-Sung awarded the “Guards” title to the 105th Tank Brigade, four infantry brigades, four artillery regiments and two AAA regiments. Additionally the KPAN’s 2nd Torpedo Boat Flotilla was also awarded the honorific for its sacrificial engagement against USN and RN warships – claiming to have sunk the heavy cruiser USS *Baltimore* (which in fact was never deployed to Korean waters) – on July 2nd.
9. This attack appears to be a retaliatory raid following the HMS *Triumph*’s latest foray off Korea’s coast, its Fireflies (NAS 800) and Seafires (NAS 827) having sunk two KPAN motor gunboats and two motor coasters in the previous week. The Il-10 attack took place two days after *Triumph* departed for Sasebo, Japan, for replenishment, so no fighter CAPs were on station to provide air cover.
10. The total aircraft confirmed destroyed by strafing from June 25th until the end of October included one “Il-2” (Il-10), 12 Yak fighters and 23 unidentified propeller-driven aircraft. Total aircraft credited as destroyed in aerial combat during this period were one Yak-11, 13 Yak-9Ps (although these were originally credited as various Yakovlev and Lakochkin types) and nine Il-10s.
11. Despite of the absence of KPAF fighter activity following the Inchon landings in mid-September, USAF records list the loss of an F-51D (44-73255 from 39th FBS/18th FBW) on September 28th, 1950, to a Yak fighter. This information is recorded in the unit’s monthly history report. However, examination of the actual combat report shows that the loss – and the death of 1st Lt Donald L. Pitchford – was probably due to ground fire and that no enemy fighters were in the vicinity. Apparently between the mission report and the writing of the unit history the word “flak” mutated into “Yak”. Supporting the fact that no KPAF fighters were involved in this loss is that, unlike virtually all other instances of a KPAF-caused UN aircraft loss – and many claimed that were not lost – there was no DPRK propaganda claiming responsibility for this event.

Sources

In addition to those sources listed in SAFO Vols #136 and #137, this part of this article relied on information found in the following books, articles and archive documents:

1. Hoyt, Edwin P., *On to the Yalu*, (NY: Stein and Day, Inc., 1984).
2. Hurst, Doug, *The Forgotten Few: 77 RAAF Squadron in Korea* (Crows Nest, NSW, Australia: Allen & Unwin, 2008).
3. Irra, Miroslav and Milan Hanák, *Ilyushin Il-10/Avia B-33*, vol. 1, (Bučovice, Czech Republic: Jiří Jakab, 2008).
4. “USAF Historical Study No. 81: USAF Credits for the Destruction of Enemy Aircraft Korean War,” (Maxwell AFB, AL: USAF Historical Division Aerospace Studies Institute, June 1963) as posted on Air Force Historical Research Agency website: <http://www.afhra.af.mil/shared/media/document/AFD-090601-099.pdf>

Captions for photos on page 74

1. At least five Yak-9Ps were discovered at Kimpo AB when the American/ROK recaptured the airfield. Four of them, including #49 seen here, were destroyed or damaged beyond repair. Situated near the flight line, it proved a popular prop or backdrop for American servicemen’s photos. (Roy Marsh via Warren Thompson)
2. One of the Yak-9Ps discovered at Kimpo AB, serial number unknown, was found in the main hangar, damaged but repairable. It was dismantled, crated and shipped to the US where it underwent nearly 24 hours of testing in 16 flights at Wright-Patterson AFB, Ohio, to evaluate the capabilities of the Soviet’s most advanced propeller-driven fighter. Following a stay at the USAF Museum, it was scrapped sometime in the 1960s. (Robert F. Dorr Collection)
3. The KPAF put a lot of stock in the Il-10 as its principle ground attack aircraft. Here a section of them are seen undergoing (probably staged for the propaganda photographer) maintenance at a KPAF air field. However, the prerequisite for successful “assault” operations was aerial superiority and once the USAF became heavily involved, the lack of it precluded continued Il-10 operations. (Detlef Billig Collection)
4. Two damaged but repairable Il-10s were captured at Kimpo. “White 44” became the flight evaluation aircraft at Wright-Patterson AFB, Ohio, being flown nearly 14 hours in 11 test flights, after which it was flown to Aberdeen Proving Grounds for “vulnerability tests”. After a 1.5hr flight one of the landing gear retracted after landing resulting in substantial damage. Parts were cannibalized from “White 55”, but apparently no further flights were attempted. (Robert F. Dorr Collection)

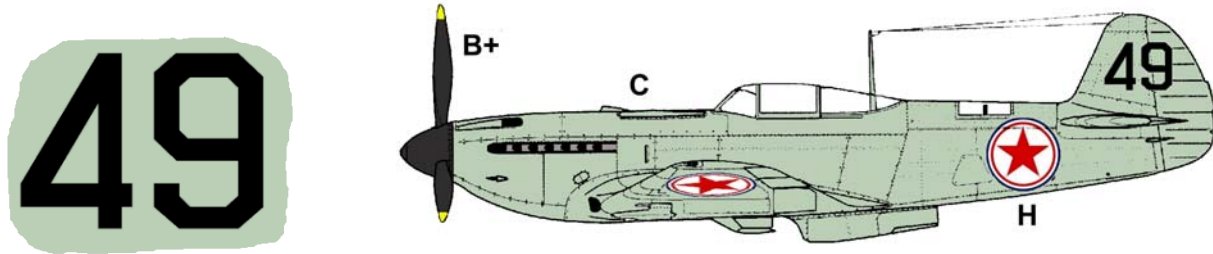
AIRCRAFT OF THE KOREAN PEOPLE'S AIR FORCE

By Frans Scheve, SAFCH #890

1ST Aviation Division

56th Fighter Aviation Regiment

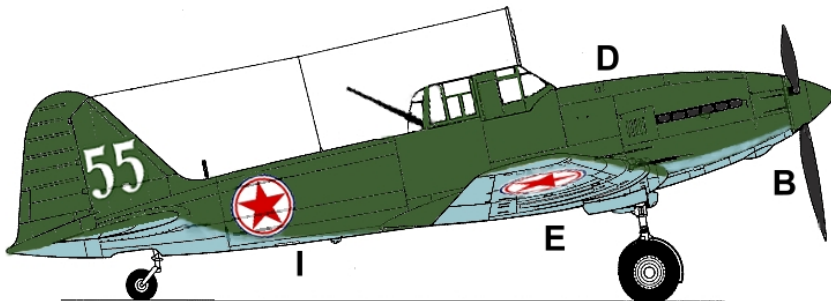
Yakovlev Yak-9P "Black 49"



Yak-9P "Black 49" was damaged by USAF attacks on Kimpo AB during the first weeks of the conflict in 1950. The damages suffered were beyond repair and the airframe was moved aside in the field. There it became a favorite background scenery for many US servicemen having their photo taken.
SOURCE: Photos Warren Thompson Collection, see photo in this SAFO issue.

57th Assault Aviation Regiment, Heijo Sqn

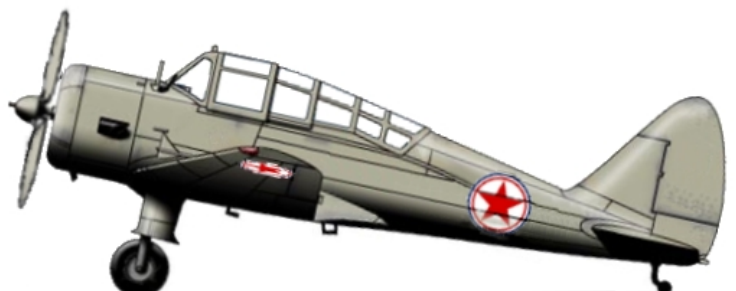
Ilyushin Il-10 "White 55"



Ilyushin Il-10 "White 55" was also based at Kimpo AB. It was one of two of this type which survived the US attacks fairly undamaged. Together with "White 44" it was shipped to the States where it served as a source for spare parts to keep "White 44" airworthy during technical evaluation.
SOURCE: Photos Warren Thompson Collection. See photo #7 and #8, SAFO, issue #138, page 54.

After World War Two the KPAF made use of several aircraft that were left behind by the Japanese. One type used for training purposes was the Ki-55. One partially dismantled example was found in a hangar at Pyongyang in 1950. Overall color matt light gray (Hu-28).
SOURCE: SAFO, issue #138, page 56.

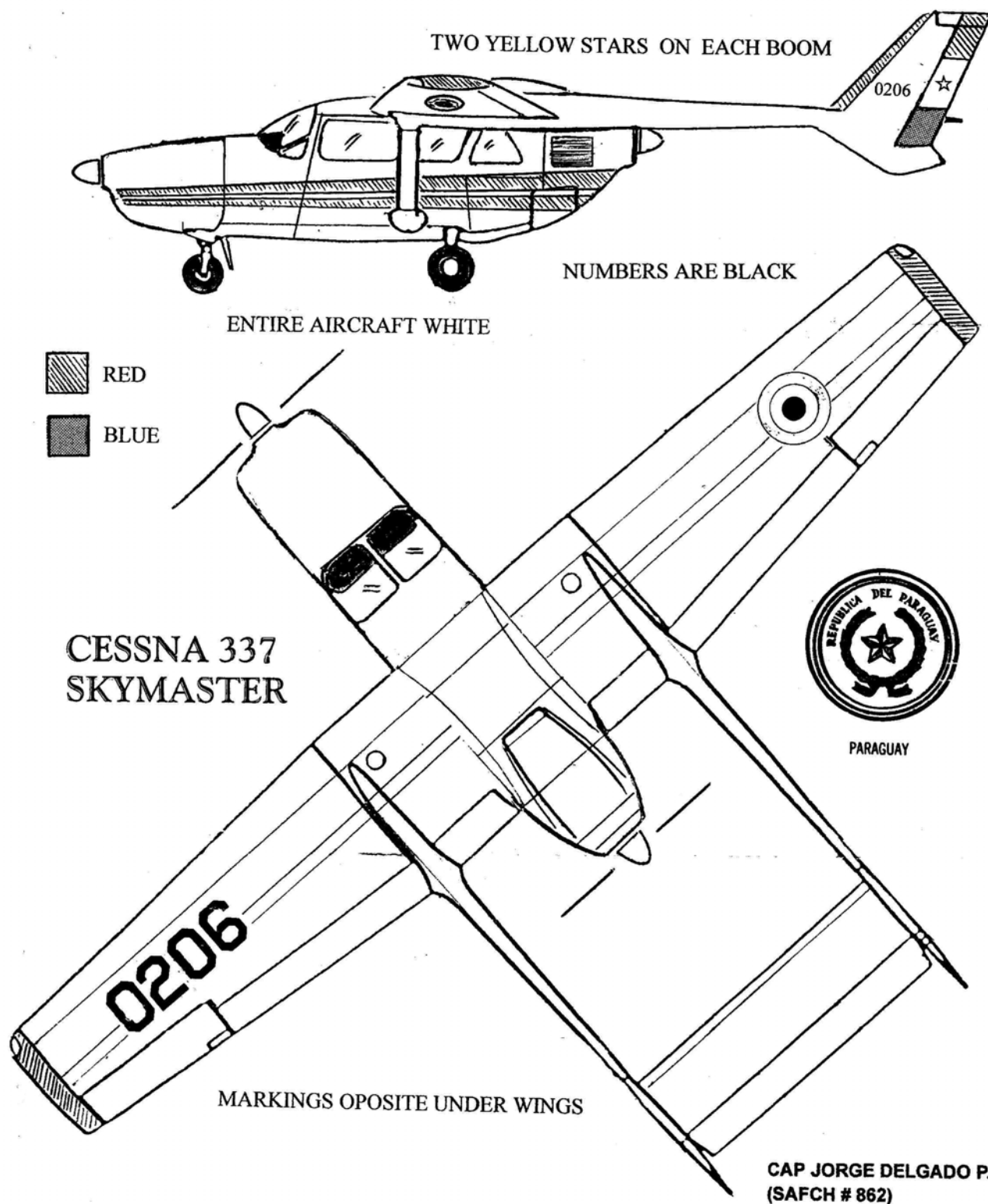
Tachikawa Ki-55 "Ida"



Explanation of notes on the drawings. All notes correspond with those shown in SAFO #138, page 51

FUERZA AEREA PARAGUAYA

s/n 337-1656 d/d 1973 destroyed by fire BASE AEREA Ñu-Guazu circa 1992



Ilyushin Il-14 in the Congo

Leif Hellström

The Congo is likely the only country ever to lose two fleets of twin-engined transport aircraft in less than two months.

Soon after Congolese independence on 30 June 1960, all its operational military transport aircraft, mainly consisting of de Havilland Doves, were removed to the new Katanga republic by their Belgian crews. In early August 1960, the Congolese government therefore requested the Soviet Union to provide an aircraft to be used for “communication with the provinces.” Moscow was quick off the mark and immediately after the new Soviet Ambassador, Mikhail D. Yakovlev, had presented his credentials in Leopoldville on 17 August, he also presented the Congolese government with an Ilyushin Il-14 aircraft for the use of Prime Minister Lumumba and President Kasa-Vubu. The aircraft was fitted out as a VIP transport and came with a Soviet crew to operate it, thus freeing the Congolese from having to rely on Belgian air crews.

The Congolese soon requested all sorts of equipment from the Soviet Union, which had decided to make a play for influence in the Congo. Included were ten additional Il-14s which were flown to the Congo by Soviet crews. The aircraft staged through the Sudan and on 29 August they all arrived in Stanleyville in the north-eastern Congo. The Soviet crews – some 80 in all, including backup crews, technicians and interpreters – were installed in the Sabena guest house at the airport. Stanleyville became the main base of the Il-14s, which remained under full Soviet control and were never officially handed over to the Congolese military, despite being called “a gift.”

The Soviet government had also approved delivery of five Antonov An-12 transports. A further ten An-2 light transports and five helicopters were to be provided on a

one-year loan and sent by ship but none of these three types were in the event dispatched.

The Il-14 transports were making numerous flights with Congolese troops and equipment from Stanleyville in particular, starting in earnest on 5 September. They were extensively used in support of the Congolese Army’s disastrous campaign in the Kasai province, which soon degenerated into a complete shambles.

Alas, already on 14 September 1960, Colonel Mobutu “neutralized” the Congolese government and at the same time expelled all Eastern Bloc personnel. “The Russians hurriedly repainted their planes and took off while the paint was still wet,” the British ambassador reported. The Il-14s, some of which were dispersed throughout the Congo, assembled at Stanleyville to fuel up before departing for Juba in the Sudan on 17 September, at 15 minute intervals, staging through Khartoum the next day. They carried 107 passengers, including embassy personnel.

Based on various reports and observations, the former Soviet civil registrations of the Il-14s were: CCCP-52008, -52042, -52043, -52051, -52052, -52065, -51709, -61789, -61797, -61798, and -61800, but this list cannot be considered confirmed.

The first Il-14, the VIP aircraft, was natural metal with a white top. It had a red trim line with a second, very narrow red line above it. The other ten aircraft were painted overall grey. The titles “REPUBLIQUE DU CONGO” were carried in black on all the Il-14s, which also had a blue and yellow Congolese flag on the fin. None of the aircraft are believed to have carried any registrations or serials while operating in the Congo.

Leif Hellström (SAFCH #786), e-mail: leif@leifhellstrom.com.



Two of the Congolese Il-14s, seen at N’Djili airport, Leopoldville, on 6 September 1960. Nearest is the VIP aircraft and behind it one of the ten “normal” Il-14s. Note that the latter has a clear blister on the fuselage side behind the cockpit.

Dewoitine D.53 in the Spanish Civil War

Ley Reynolds

In 1921, Constructions Aeronautique E. Dewoitine, headed by Emile Dewoitine, produced the D.1 parasol-wing single seat fighter powered by a Hispano-Suiza 8 V-shape engine. In the next seven years, a succession of developments, D.8/9/12/21/25, variously powered by Hispano-Suiza and Lorraine Dietrich V and W-shape engines was produced leading to the D.27 of 1927. Few orders were received (26 D.21s built under licence as Skoda D.1s for the Czechs and 66 D.27s built by EKW for the Swiss) and the company went into liquidation in that year.

In 1928 a new firm, Societe Aeronautique Francaise – Avions Dewoitine, was set up but without any production facilities. This company continued work on the D.27, but the crash of one in July 1930 spelled the end of French interest, although leading to the virtually identical D.53 with a strengthened wing of slightly different planform. By 1936, three D.27s and seven D.53s were in use at various aircraft factories and/or Armee de l’Air test establishments.

Two, or possibly three, D.27/53s went to Republican Spain during the Civil War and were used as unarmed trainers, being known as “Dewoitinillos” (little Dewoitines) to distinguish them from the Dewoitine D.371 fighters also employed by the Republicans.

Just which airframes these were and where they came from is still the subject of some debate. The most likely candidates were D.27 F-AJTE (this was later applied to a D.53) and D.53s F-AMQX and F-ANAX all apparently owned by the company and/or its test pilot, Marcel Doret, as they all disappeared from the French register after 1936.

There were few photographs of the D.27/53 readily available and the visible details vary somewhat. For example, the three cooling(?) holes at the bottom of the cowl were

sometimes open, sometimes plated over, and sometimes fitted with small scoops. Hence it was impossible to be pedantic about the features of any of the airframes in Spain.

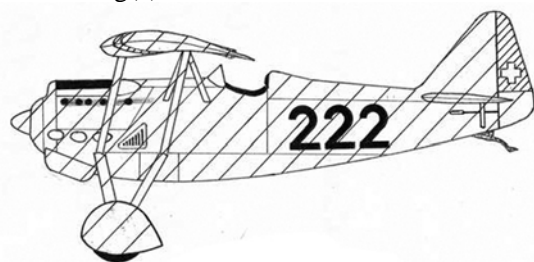
Acknowledgements

This article was researched with the help from Patrik Meixner, Dusan Slezak, Cliff Bassett, Martin Wienert, and Alain Graton.

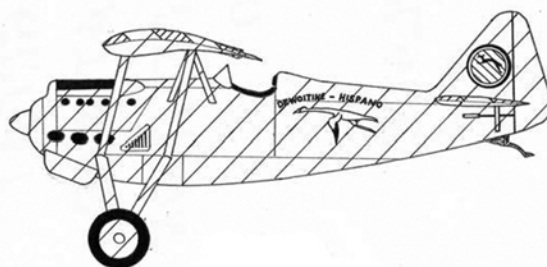
Ley Reynolds (SAFCH #1726), Australia.

Illustrations

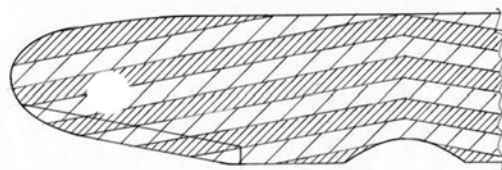
1. Dewoitine D.27 of the Suisse Fliegertruppe – overall aluminium paint finish; black serial; red/white markings.
- 2a. Dewoitine D.53 used by Marcel Doret for aerobatic shows – overall aluminium paint finish; black lettering; orange/white/black stork; black greyhound on a pale disc (blue?) with black and white outline; The registration (either F-AJTE or F-ANAX) may well have been in black on the underside of the wing with an “F” on the rudder. 2b. Wing and tailplane decoration - probably red.
3. To date, only one (poor) photograph of a D.27/53 in Spain has appeared and there has been some debate over the colours/markings. I have listed my interpretation first and other opinions in parentheses. Dewoitine D.53 at Cartagena – dull aluminium paint undersurfaces (light blue or light grey); green uppersurfaces (random pattern of green and brown blotches); red fuselage and wing bands; black registration underwing partially covered by red bands (no underwing markings); an “F” faintly visible on the rudder under the red/yellow/purple colours (nothing visible under the rudder colours).



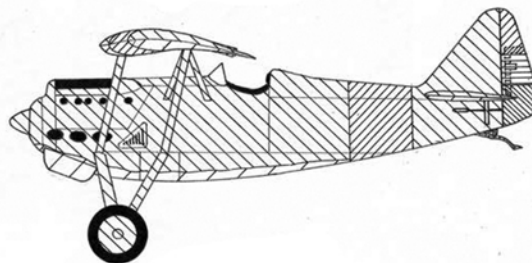
1



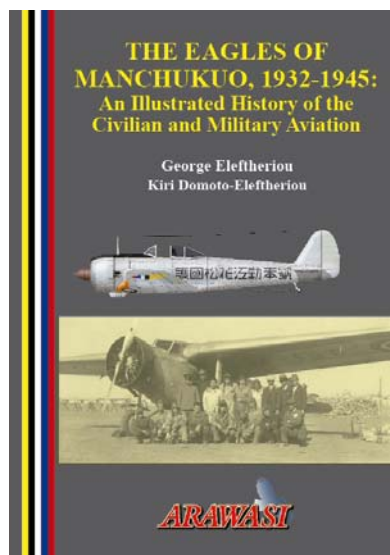
2a



2b



3



The Eagles of Manchukuo, 1932-1945: An Illustrated History of the Civilian and Military Aviation, by George Eleftheriou and Kiri Domoto-Eleftheriou. English text. 224 pages including 341 photos, 31 in color. 73 color and 36 b&w drawings. Size: B5. Softbound. \$US 45.00 postage included.

Manchukuo was the vassal state established in 1932 (in north-eastern China known as Manchuria) by the Japanese Kwantung Army to serve as a buffer between Japan and the Soviet Union.

The book begins with a 14-page summary of the period up to 1932 when various Chinese war lords fought for supremacy in Manchuria. Aircraft covered in this section include Junkers K.53, Potez 25, and Gipsy Moths.

This is followed by a long section (115 pages) on the history of the Manchukuo Aviation Co. (MKKK); a civilian organization that acted as a paramilitary organization transporting military personnel, undertaking reconnaissance missions, and airlifting ammunition. They participated in the many border conflicts with China, Inner and Outer Mongolia, and the Soviet Union. They even provided photo-reconnaissance for the IJAAF in French Indochina and in the South Pacific until the end of the War.

Included in this section are many photos and color drawings of the aircraft used: Puss Moth & Leopard Moth; Fokker D.XVI, C.VE, Super Universal,

& F.VIIb3m; Junkers Ju 86; Messerschmitt Bf 108; Clark GA-43; Nakajima AT-2 (Ki-34 Thora); Mitsubishi MC-20 (ki-57); and the home-grown Manko MT-1 & MT-2. Beside the M-xxx civil registration, these aircraft carried roundels consisting for concentric circles of yellow/black/ white/blue/red (from outside in) on upper and lower surfaces of the wings, and yellow rudders with red/blue/white/black (from the top) in the canton.

The next section (60 pages) covers the activities of the Manchukuoan Air Force. The most notable actions were the use of obsolete Ki-27s and Ki-43s to intercept B-29 raids against targets in Manchukuo when “ramming” was the only viable tactic.

Aircraft covered in photos and color drawings are: Kawasaki Ki-10 Perry, Ki-32 Mary, & Ki-45 Nick; Nakajima Type 91, Ki-27 Nate, & Ki-43 Oscar; and Tachikawa Ki-9 Spruce & Ki-17 Cedar. Also illustrated are the Nakajima Ki-44 Tojo and Mitsubishi Ki-15 Babs, although the author admits that no photographic evidence exists as to the authenticity of the drawings. All these aircraft carry the familiar (at least to modelers) roundel consisting of a yellow disc with bands of the national colors superimposed.

An interesting chapter (10 pages) describes the activities and aircraft of the Manchukuo Maritime Police Air Unit. Aircraft illustrated include Heinkel HD 25; Gasuden Plover; Aichi E3A1 & D1A1; and Nakajima E4N3 & Ki-4.

A final section (10 pages) covers gliding in Manchukuo and includes a color profile drawings of a Bucher Bu 131.

Most modelers are familiar with the Manchukuo Oscar, but even the more jaded modeler will find much to get the modeling juices flowing. I counted 29 color profile and multi-view drawings. Many are of aircraft for which kits, either plastic or resin, are available. In particular, the modeler who has kits of Japanese aircraft squirreled away in the “loft”, but who is reluctant to build them carrying hinomarus, will find much of interest here. [Ed: I always wondered what I could do with my Perry, Mary,

and Babs. I hope the roundels from the Antarqui decals for the Oscar fit.]

As you might have guessed by now, I am enthralled by this book. Foremost because of it's a fascinating, well-researched, and well-written account of a little-known aspect of aviation history; and the color illustrations by Zygmunt Szeremeta are absolutely fabulous. In addition, the topography of the book – the arrangement of the text, placement of the color illustrations and side bars – is the best I've seen in a long time. I highly recommend this book to all aviation enthusiasts, historian, and modelers.

[Ed: The author also produces decals. From the list of decals on the dustcover, they all seem to be for Japanese subjects. Perhaps with a little persuasion, he will produce decals for Manchukuoan aircraft.]



Les Hydravions à Coque, 2^{ème} partie. Les Ailes Françaises. Encyclopedie des Avions de la Seconced Guerre Mondiale. Artioresse, 119 rue Anatole France, 93170, Bagnole, France. 17 € plus postage.

This is the second of two volumes on French flying boats from 1939-1940. Float planes of the same period will be cover in the upcoming volumes 3 and 4. The flying boats are presented in alphabetical order by company. The first volume is not available for review, but it covers the Breguet Short Calcutta to the Latécoère 523

Flying boats covered in volume 2 are: Latécoère 611 *Achernar*; Lioré & Olivier LeO H-242, LeO H-246, & LeO H-470; Loire 70, 102 *Bretagne*, 130, & 501; Minié-Cassin M.C 10/M.R 20; Potez 452/453; Potez-CAMS *Antarès*; Potez-SNCAN 180; Schreck FBA 17 & FBA 293/294; SNCAC/NC 420; and SNCAO/CAO 30 & 300.

All these aircraft are covered in one or more pages, of text, photos, color profile drawing(s), and multi-view scale drawings. The drawings vary in quality: those commissioned for the book are excellent (LATE 611, LeO H-470, Loire 130, Potez-CAMS 141, & Potez 452). The others are general-arrangement drawings from the contactor's files and vary from good to basic. However, the color profiles are uniformly excellent.

As an example of the coverage, let me pick one of my favorites - the Loire 130. This aircraft is covered in 9 pages including 11 photos, 2 color profile drawings (one in Vichy colors), a table listing number built, construction

numbers, units and ships served, table of technical specifications, and a 5-view scale drawing. All other seaplanes are afforded similar coverage, only the number of pages depending on the importance of the aircraft's service.

Among the interesting facts I picked up from the French text was that ten of the venerable biplane FBA 17 were still in service as late as July 1940.

This book is highly recommended for the lovers of seaplanes. Order your two volumes on flying boats now and reserved your copies of the two float plane volumes.

L'Histoire de la Jagdgeschwader 53 'Pik AS'. Batailles Aériennes #57. Editions Lela Presse, 29 rue Paul Bert, 62 230 Outreau, France. www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

While this issue has nothing of small-air-force interest, it is an example of the excellent research and presentation expected from Lela Presse. Within its

covers you will find 82 A-4 size pages of French-language text, 20 color profiles, and 126 photos of Luftwaffe Bf 109. Highly recommended to the serious student of WWII and to anyone interested in the Bf 109.

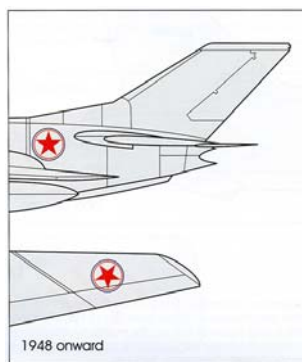


-Letters- Letters- Letters- Letters- Letters- Letters- Letters- Letters- Letters-

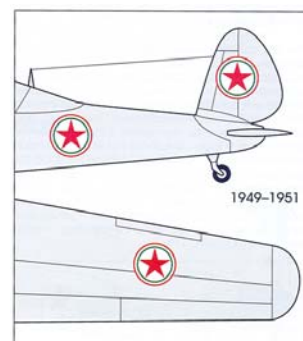
"The latest SAFO was very good and I was particularly interested in the Korean article. One little note, though. I suspect that the Yak-9 in photo #2 is not Korean, but Hungarian. Hungary used national insignia very similar to North Korea for a period after WWII. However, the proportions and colours are slightly different. Also, the Hungarians would put a roundel on the fin which the Koreans normally would not. The placing of the number also fits with Hungarian practice. I was fooled by this some years ago myself, when I found a photo of a "Korean" Arado 96, which turned out to have been Hungarian."

Leif Hellstrom (SAFCH #786), Sweden.

Drawings from *Military Aircraft Insignia of the World*, by John Cochrane & Stuart Elliott (1998). Reproduced by permission of the authors



North Korean roundel. Red star on white background with blue and red circles (from outside)



Hungarian roundel: Red star on white background with red and green circles (from outside)

-Websites-Websites-Websites-Websites-Websites-Websites-Websites-Websites-

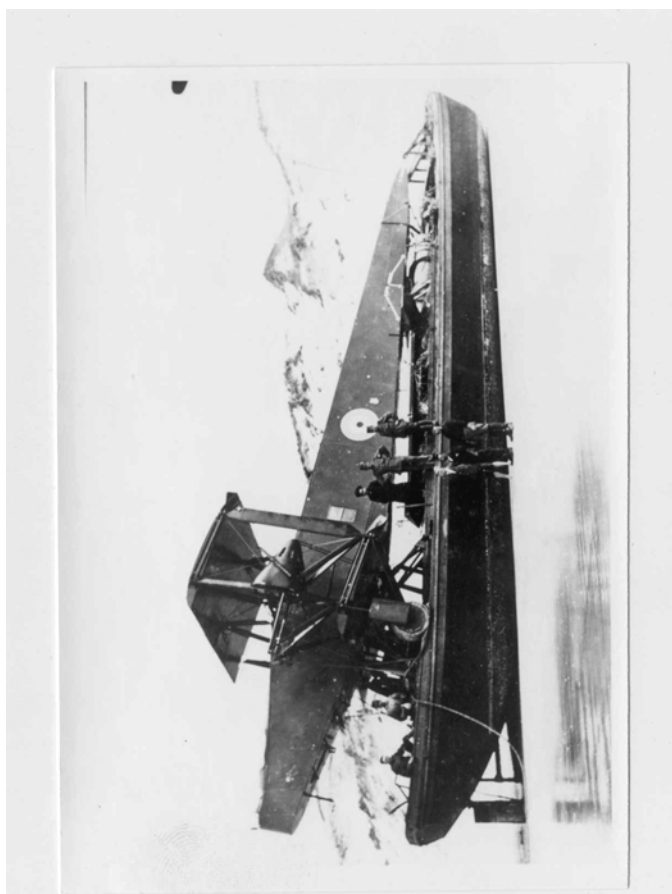
"As a follow-up to my note in SAFO #36, that great Spanish website <http://elhangardetj.blogspot.com> has four color photos of a MiG-21bis in the markings of the Libyan rebels."

Terry Love (SAFO #229), USA.

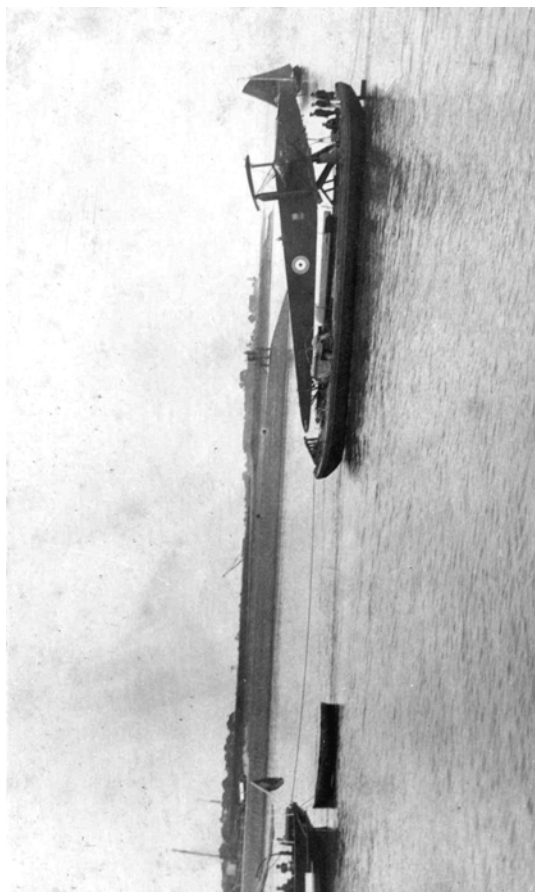
"I ran across a very interesting Web page on Turkish AF aircraft: <http://www.tayyareci.com/digerucaklar/tu>

rkiye/23ve50.asp. It has photos and serials for each type, which is useful. I was amazed at the sheer range of types they flew."

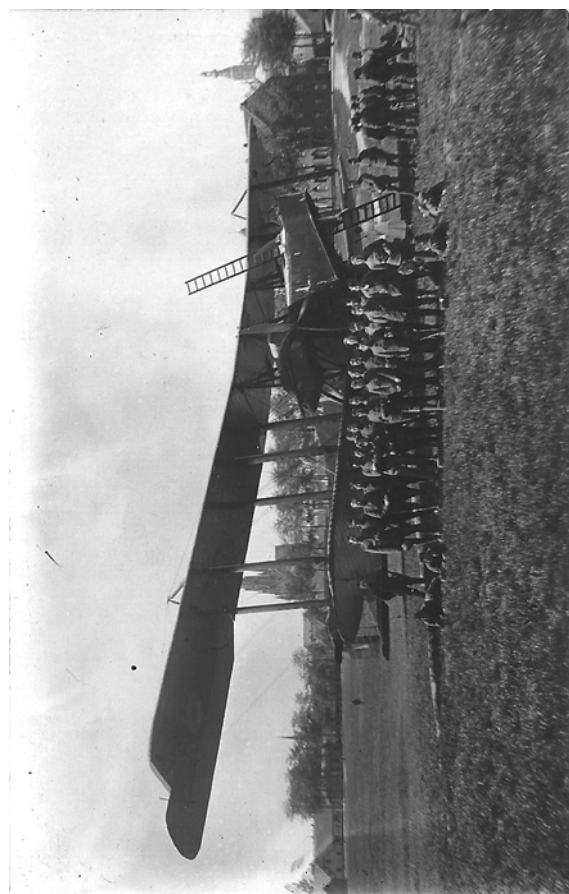
Troy Smith, England.



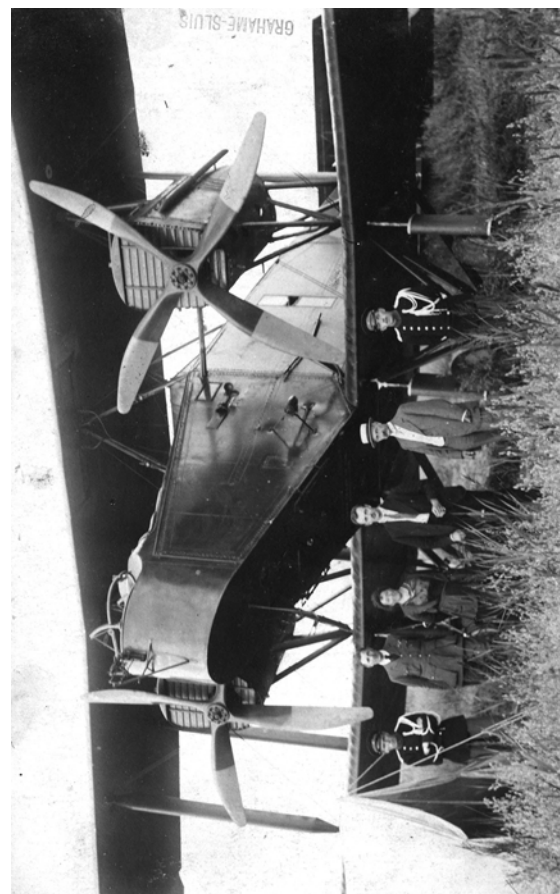
9



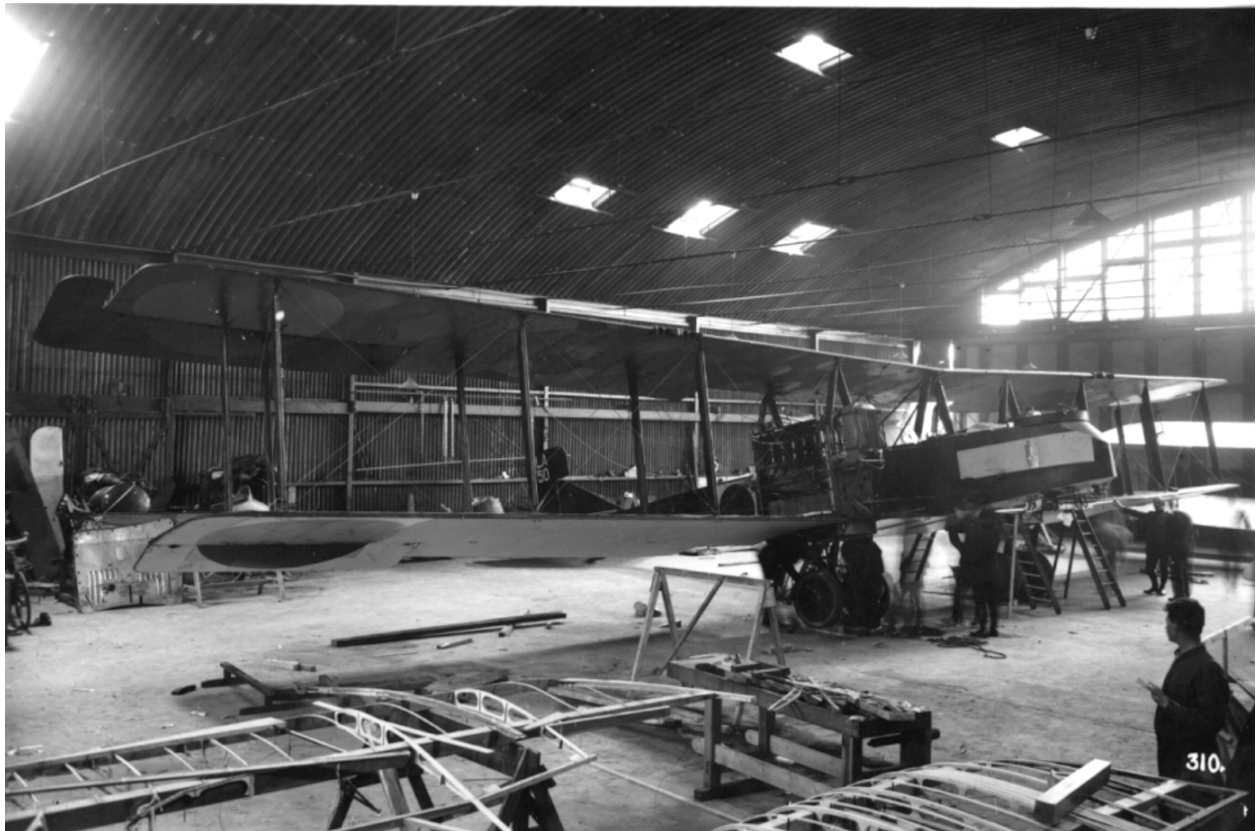
10



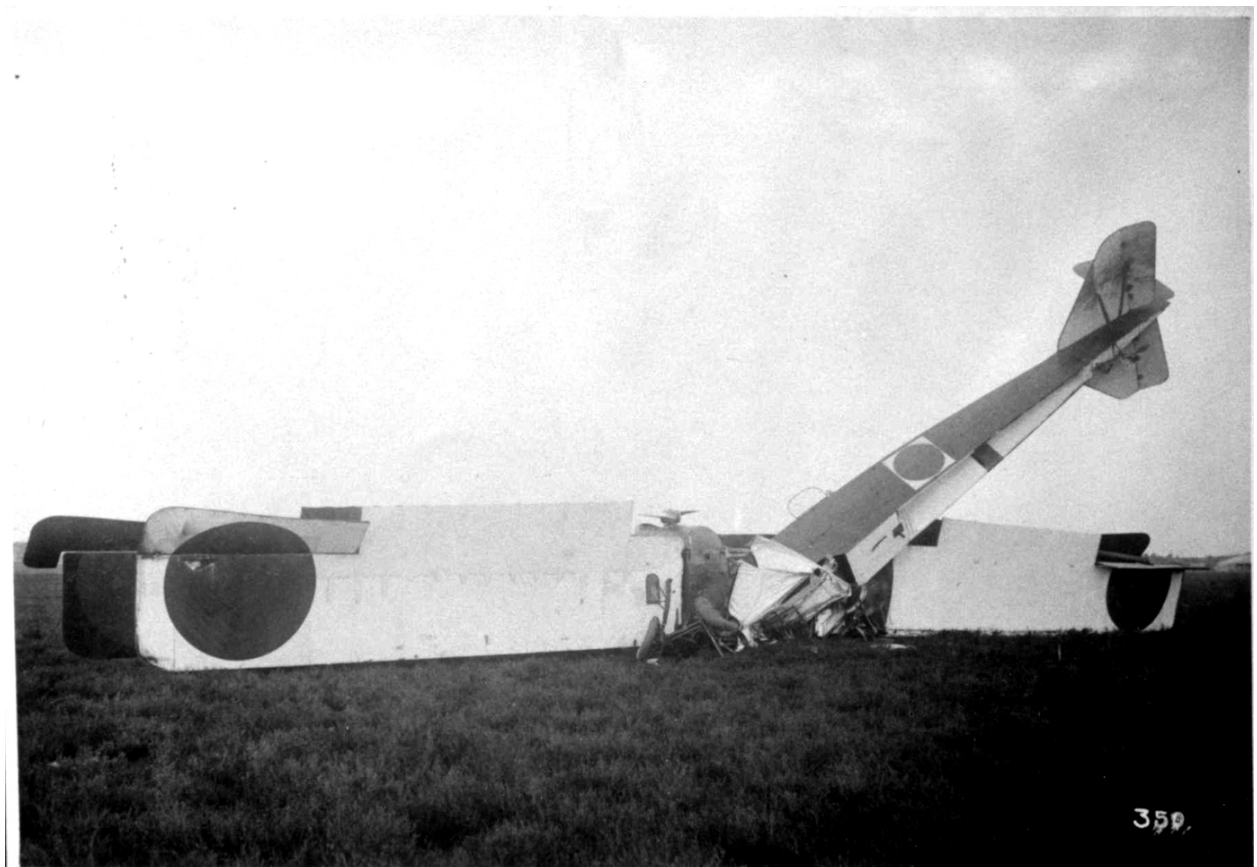
11



12



Gotha 1055/16 was repaired and received LVA serial LA50. It is seen here under repair in the large hanger at Soesterberg.



LA50 crashed on takeoff while attempting its first flight in Holland on 18 October 1918.